What evidence is there of a **scheme** to federalize the U.S. railroads? . . . . p. 46

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August 20, 1962

RAILWAY AGE WEEKLY

How to cope with snow ..... p. 13

Existing cars take 3C sill ..... p. 18

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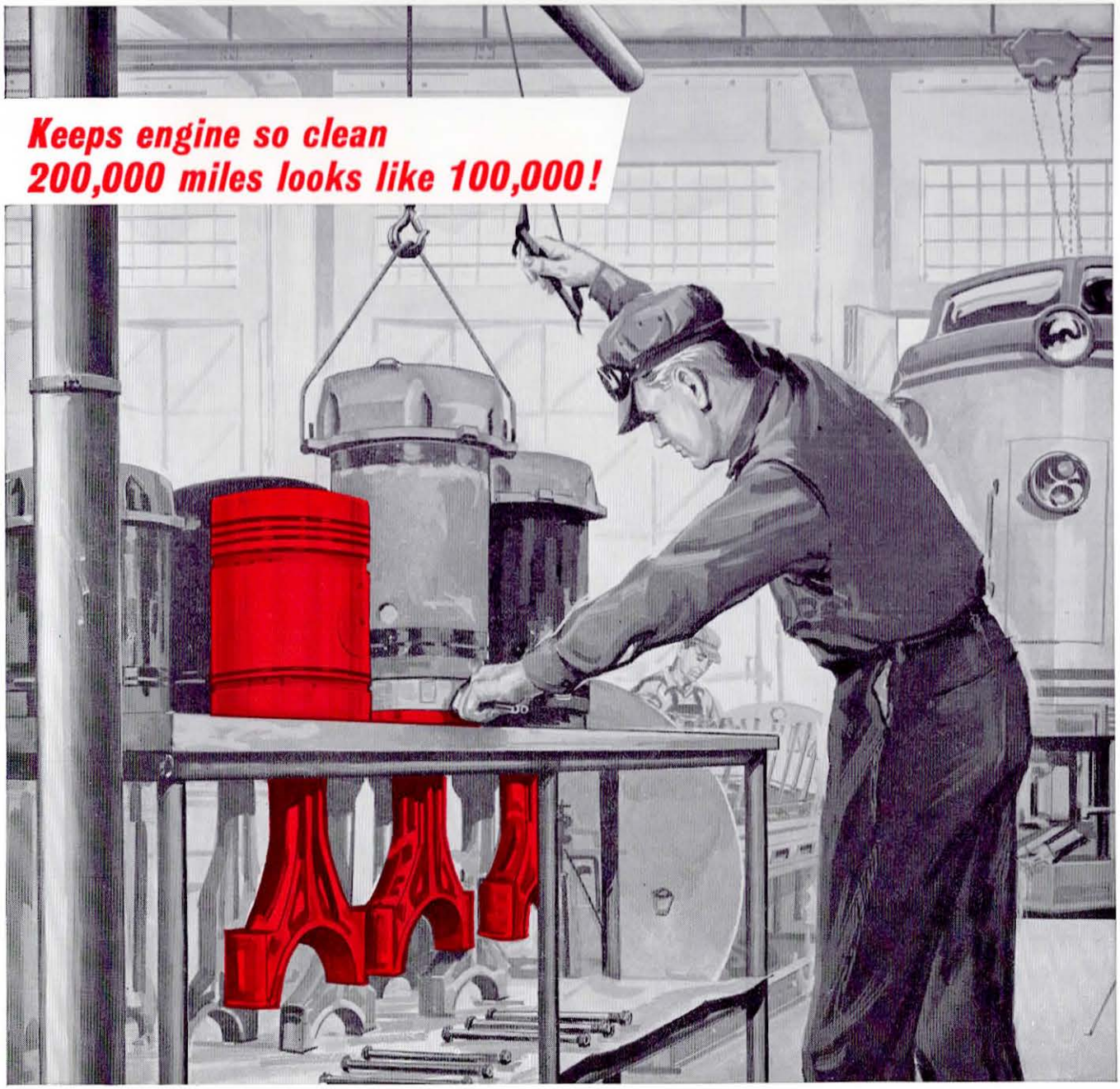

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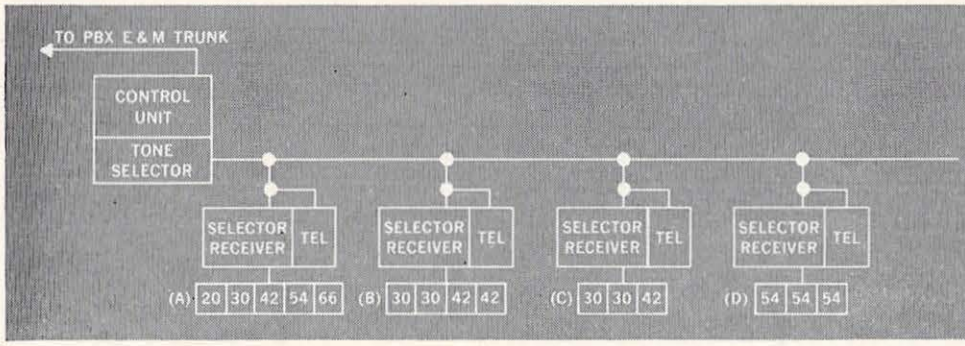

Diagram illustrates typical tone system, with 15 stations on a message line. A Stromberg-Carlson message circuit dialing system can accommodate a maximum of 60 stations.

RAILWAY AGE

WEEK AT A GLANCE

August 20, 1962 • Vol. 153, No. 8

Brotherhoods win work-rules reprieve

Union delaying tactics have triumphed, temporarily. But the railroads remain determined to make drastic changes in working rules at the earliest possible moment.....**p. 9**

How to cope with next winter's snow

Out of its experience with a number of storms involving heavy snowfalls in recent years the Erie-Lackawanna has evolved an improved technique for fighting snow .....**p. 13**

3C Gliding Sill fits existing freight cars

The National Steel Castings unit provides 24 in. of hydraulically cushioned sill travel in either direction. It is already in service on eight railroads. .....**p. 18**

Railroad vs transit signaling

Converting existing rail lines to low-cost, ready-made transit routes may present more problems than some persons had realized, says a Canadian National officer. **p.20**

Job-security issue settled in Canada

An agreement ending a dispute involving 110,000 non-ops calls for a compensation fund for displaced employees, plus an eight-cents-an-hour wage increase.....**p.30**

Railroad freight underpriced by $243 million?

According to authoritative estimates, losses from rates that are below out-of-pocket costs are running at nearly a quarter of a billion dollars a year.....**p.40**

The Action Page—Is there a federalization scheme?

A concerted program to nationalize railroads may or may not exist. If it does, it can succeed only if defenders of private enterprise grow weary of the fight .....**p. 46**

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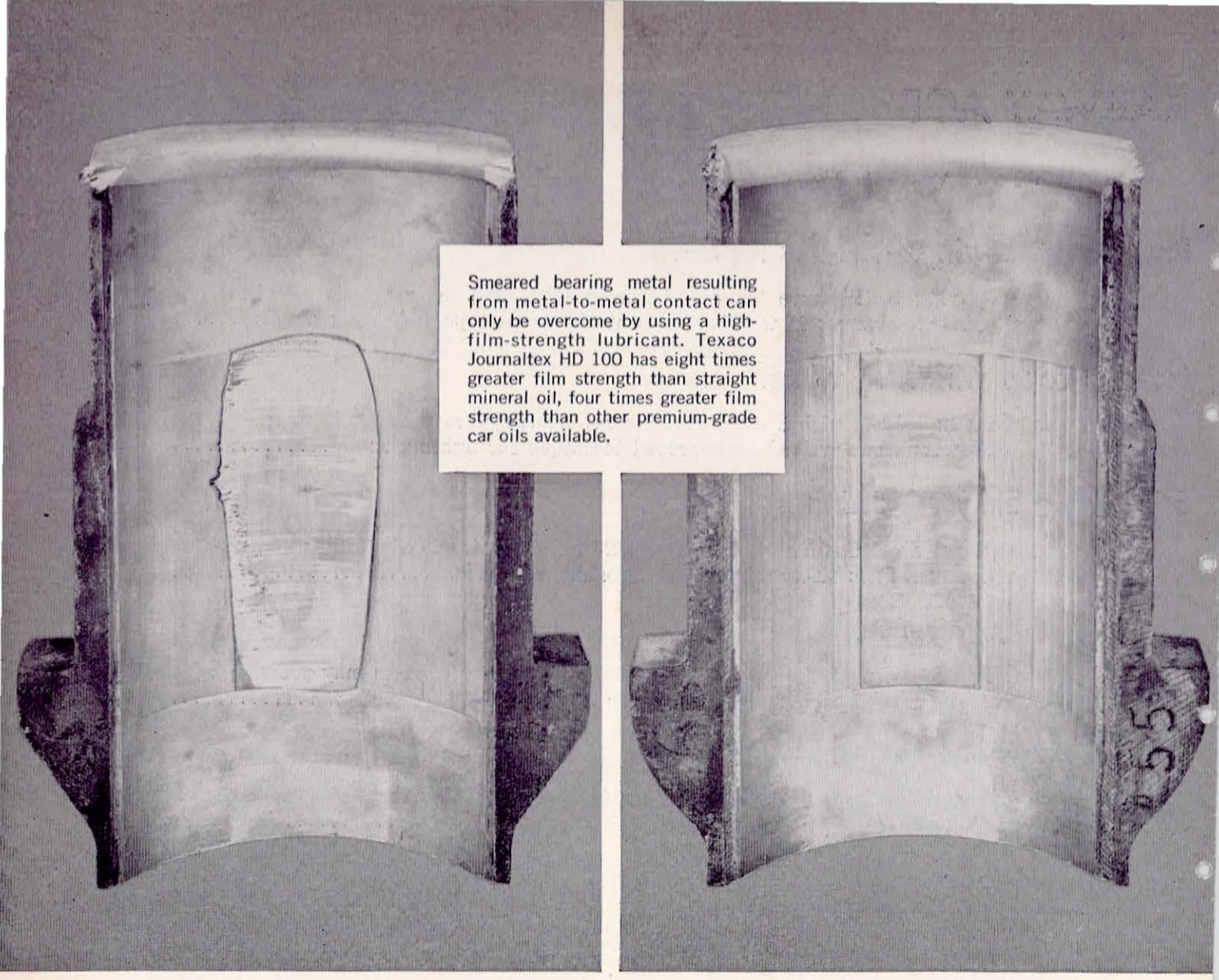

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WEEK AT A GLANCE

Short and Significant

Class I railroad employment dropped . . .

to 711,779 in mid-July—1% below the previous month and 2.61% below the year-ago figure, according to the ICC's Bureau of Transport Economics and Statistics.

Examiner's report on ACL-Seaboard merger . . .

will be issued this week by the ICC. But none of the big merger cases will get a final decision this year, Commission Chairman Murphy said last week.

To reduce grade-crossing accidents . . .

Chairman Magnuson of the Senate Commerce Committee has urged the ICC to seek state cooperation in developing a national uniform code of safety regulations.

President Kennedy has asked Congress for $1,850,000 . . .

"to enable the Secretary of Commerce to initiate a comprehensive transportation research program to carry out the objectives outlined in the transportation message of April 5, 1962."

Fines totaling $10,000 . . .

were paid in July by 12 railroads for violations of the Safety Appliance, Hours of Service and Signaling Inspection acts. Biggest payer was the B&O, assessed $4,500.

Hearings on the PRR-NYC merger . . .

open in Washington this week with PRR Chairman J. M. Symes and NYC President A. E. Perlman as lead-off witnesses. Seventy-five shippers will testify in support of the proposal.

Current Statistics

Operating revenues		
6 mos., 1962	$4,703,650,132	
6 mos., 1961	4,417,470,000	
Operating expenses		
6 mos., 1962	3,713,490,394	
6 mos., 1961	3,594,534,970	
Taxes		
6 mos., 1962	531,960,577	
6 mos., 1961	482,452,262	
Net railway operating income		
6 mos., 1962	265,495,659	
6 mos 1961	145,845,950	
Net income estimated		
6 mos., 1962	171,000,000	
6 mos., 1961	62,000,000	
Carloadings revenue freight		
32 wks., 1962	17,549,923	
32 wks., 1961	16,945,939	
Freight cars on order		
July 1, 1962	13,274	
July 1, 1961	11,821	
Freight cars delivered		
6 mos., 1962	19,984	
6 mos., 1961	18,782	
Serviceable cars		
July 1, 1962	1,452,888	
July 1, 1961	1,485,802	
Cars awaiting repairs		
July 1, 1962	129,215	
July 1, 1961	151,901	

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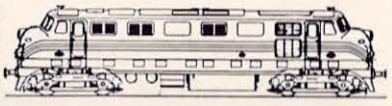

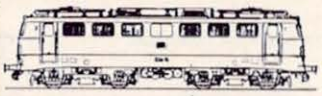

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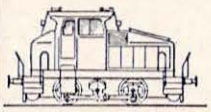

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UNIONS: 'NATURALLY WE ARE ELATED . . .'

There wasn't much of a crowd. Most Chicagoans stayed away. But several major figures from both sides of the work-rules tug of war were present at Chicago's U.S. Circuit Court of Appeals. In the handsome court building, only a few hundred feet from the Lake Michigan beach, three federal judges reduced the pace of the showdown in work rules to a crawl by giving the unions time to appeal.

A couple of hours later, an array of union brass held a cheerful press conference at a downtown hotel. Facing newsmen were W. A. Meyers, executive vice president of SUNA; S. C. Phillips, assistant president of the Firemen; Charles Luna, assistant to the president of the Trainmen (and soon to become president of this largest of all rail unions), and Louis J. Wagner, president of the Conductors. Asked for a wave by TV cameramen, BLF&E's Phillips gave a Churchillian V sign as BRT's Luna began the conference with a breezy, "Naturally, we are elated . . . ."

An hour later, another press conference was held in the spartan Union Station offices of the carriers. A panel of L. B. Fee, for the eastern roads; J. E. Wolfe for the western carriers; and B. B. Bryant, representing the southeastern roads, faced newsmen and TV cameras. Mr. Wolfe, after pointing out that the denial of the carrier request for vacating the injunction just delayed the matter from getting into the hands of an emergency board, invited any and all questions—and then proceeded to needle newsmen for failing to ask about an item in his prepared statement to the effect that "at least two operating union presidents" insist upon appointment of an emergency board.

One man in Chicago who probably kept a wary eye on the looming showdown over work rules was Labor Secretary Goldberg. But he was in town on other business.

Brotherhoods Win Work-Rules Reprieve

► **The Story at a Glance: Elimination of certain firemen and other work-rule changes demanded by the railroads face a new delay—and no one knows how long it will be.**

The U.S. Court of Appeals last week refused to lift an injunction barring the carriers from putting the changes into effect pending an appeal by the operating unions from a district court ruling which said the roads are within their rights—and within the law—in making the changes.

The railroads, meanwhile, continued to push for fast handling of the dispute and for the eventual creation of an emergency board.

Both sides say they are willing to negotiate—but the terms are their own and they're different.

Both sides also have the confidence of eventual victory. Where they differ is on tactics. The carriers want fast action. The unions view delay—as expressed by the appellate court ruling—as a victory, temporary though it may be.

There's still no winner—or loser—in the work-rules dispute, or in the court actions it has provoked.

The carriers have been delayed in their move to put sweeping rules revisions into effect. But at the same time, they still have the solid backing of a U.S. District Court opinion that their actions are within the law.

The unions have gained mainly time—the time it will take for their appeal to go through U.S. Court of Appeals routine and, perhaps, the added time which an appeal to the Supreme Court would require.

Immediate effect of last week's court action, of course, was to wipe out the Aug. 16 rules change deadline set by the carriers and to head off the strike which would inevitably have followed (unless or until an emergency board was created).

It will take some time, though, to assess the long-range effect of the judge's ruling.

Carrier strategy, meanwhile, was outlined by J. E. Wolfe, chairman of the Western Carriers Conference Committee. Basically, it's a strategy of keeping the pressure on:

- Every effort will be made to get court procedures moving as rapidly as possible.
- The minute the carriers are free to act—free to put their proposed changes into effect—they'll do so. The result will doubtless be creation of an emergency board.
- The PRC report will stand as a main bastion in the carriers' case. The railroads, Mr. Wolfe declared, "don't propose to abandon the recommendations of the PRC now or in the future."
- Management will remain firm against any "fragmenting" of negotiations—despite what the carriers regard as signs of a developing split among the five operating unions. So far as railroad negotiators are concerned, there's going to be one settlement, involving all the carriers and all the organizations.

Short-term railroad strategy can be aimed in any one of several directions—and the alternatives were getting a close look late last week. The carriers could appeal the three judges' ruling to the Supreme Court. Or they could ask the appeals court to review its decision. Or they could drop any appeal and seek emergency, or at least expedited, handling of the union appeal when it's filed.

While management was mapping its plans, union leaders were jubilant over the refusal of the appeals court to vacate the temporary injunction which bars the carriers from putting their Nov. 2, 1959, notices into effect.

A joint statement noted that the five unions are "naturally elated" because the three-judge panel refused to overturn the order issued by District Court Judge Joseph Sam Perry. "We feel now," the five said, "that we will have time to properly prepare our appeal in the regular order and manner to give the court an opportunity to properly weigh the question of the legality of the carriers' second work-rules promulgation."

Despite the carriers' expressed wil-

WATCHING WASHINGTON WITH WALTER TAFT

• **FORWARDER TRAFFIC** continues to offer the railroads lighter loads than any other carload freight. Latest figures from the AAR's Car Service Division show that the average car shipped by forwarders in 1961 carried only 11.6 tons, one-third less than the load of 1948's average forwarder car which carried 17.2 tons.

THE NEW OVERALL RECORD, the average carload of 44.9 tons which was achieved by the railroads last year (RA, Aug. 13, p. 7), was the result of new highs in all groups except Forwarder Traffic. These group highs ranged from 62.6 tons for Products of Mines to 16.8 tons for Animals and Products. The 1948 range was from 56.3 tons to 14.5 tons, respectively.

THUS, the lightest 1948 loads were in the Animals and Products group —2.7 tons less than the forwarder-group average. The latter became the low in 1951, and it has remained in that position.

FORWARDERS, of course, handle much light-loading traffic. Their average loads are also reduced by various arrangements which the railroads provide on a carrier-convenience basis—such as promiscuous loading, which permits a carload shipment to be loaded into more than one car, provided the entire shipment meets minimum-weight requirements for a single car.

PROMISCUOUS LOADING is now in issue in a case pending before the ICC. It has been condemned by the Commission's Division 2 (RA, May 28, p. 80), but that ruling is now awaiting review by the entire Commission which has determined that the case, No. 33664, involves an issue of general transportation importance.

• **MEANWHILE,** the railroads continue to lose ground to truckers in the competition for line-haul business of large forwarders. In this year's first quarter, forwarder payments to railroads were only 2.7% above those of 1961's first quarter while payments to line-haul truckers were up 14.9%.

THESE QUARTERLY FIGURES, the latest compiled by the ICC's Bureau of Transport Economics and Statistics, also show that the railroads' lead over the truckers has become relatively less than their 1960 lead of more than three to one. In this year's first quarter, the railroad lead dropped to 2¾ to 1. They got $44 million while the line-haul truckers got $16 million. Back in 1958, the railroads were 4-to-1 favorites of the forwarders.

WATER CARRIERS, never important carriers of forwarder freight, are also losing ground. Their first-quarter forwarder business this year grossed only $213,763, down 20.8% from the $269,772 collected in 1961's first quarter.

• **A TRUCK-RATE INNOVATION** is being abandoned, despite its clearance by the ICC as "a bold and imaginative approach toward solving the chronic small-shipments problem" (RA, July 2, p. 10). The innovation is the so-called constant charge which is based on weight and distance and disregards such classification principles as density and value. It was a project of Eastern Central Motor Carriers Association.

SHIPPER PROTESTS prompted ECMCA members to publish "flag-out" tariffs, and this "flag-out" movement became so general as to doom the innovation. As a substitute, the truckers are proposing increases in rates and in minimum charges per shipment.

lingness to go back to negotiations within the framework of the PRC report, the unions see the commission report as dead, or virtually so. Charles Luna, BRT's assistant to the president, said the organizations are "willing and ready to sit down and bargain" on the original Section 6 notices filed by each side. And as for the PRC report: "That's something that will be around to haunt us . . . It will be their thinking."

In short, there doesn't seem to be much real chance of serious bargaining until after the court phase of the dispute is over and the almost inevitable emergency board has its say. Mr. Luna told newsmen that "it's the carriers' place to approach us . . . They walked out of bargaining conferences twice." Later the same day, Mr. Wolfe told the same newsmen that during the four and one-half month period public members of the PRC "did all that was humanly possible to dispose of the issues through their mediatory efforts . . . The unions stubbornly refused to recognize their responsibilities and make an agreement."

The carriers are confident that Judge Perry's ruling—that the proposed rules changes are legal under the RLA—will be upheld. And, Mr. Wolfe said, "Once the injunction is vacated, we will make the rules effective and in that manner bring about creation of an emergency board. After the emergency board makes its recommendations to the President, which we believe will support the PRC in its entirety—then and only then will the unions recognize their responsibility to their constituents and the public and negotiate within the framework of the PRC report."

Mr. Wolfe said he had discussed creation of a board with both Labor Secretary Goldberg and the chairman of the National Mediation Board, and "there is no question whatever but what an emergency board will be created just as soon as an emergency exists . . . when the carriers are free to make their proposed rules effective."

As matters stand now, though, the appeals court will have jurisdiction—and its established timetable plus past experiences indicate that some time will pass before any emergency board is created.

The unions have 30 days (from Aug. 14) to file their appeal. Then the carriers have 30 days to reply. Finally, the unions have another 20 days to file rebuttal. Then, in all probability, oral arguments will be scheduled and the case will go to the judges for decision.

That's procedure. Experience is something else again. One recent case —involving the BRT and the Elgin,

(*Continued on page 43*)

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How to Cope with Next Winter's Snow

► The Story at a Glance: When making plans to cope with coming winter storms, lessons learned from past experience can be a useful guide. This is the reasoning on the Erie-Lackawanna. In recent years the E-L has been buffeted by a number of storms involving heavy snowfalls. Out of its experiences during these episodes it has come up with a series of criteria for improving its future snow-fighting ability.

Snow fighting probably ranks as one of the oldest problems facing railroads in territories subject to snowfalls and freezing temperature during the winter season.

Every year—or even during individual storms — many railroads learn something new and useful to be added to the fund of snow-fighting lore.

The Erie-Lackawanna is an example of a railroad that has profited by its experience during several snowstorms of recent years. L. H. Jentoft, the road's assistant chief engineer maintenance of way, enumerates 13 points of new snow-fighting knowledge the road has gained during the last few years. In his own words they are:

(1) The need to keep snow fences in repair and in place at known "drift" locations to eliminate unnecessary operation of snow plows, flangers and other snow-removal units.

(2) The importance of installing snow fences adjacent to perimeter tracks, and at turntables in terminal areas, where drifting snow is usually encountered.

(3) The necessity of checking for new "drift" locations and the possible elimination of old snow-fence locations. Changing physical conditions may render snow fencing unnecessary at one location and permit its removal and re-use at another place where its need has become apparent.

(4) The effectiveness of propane gas and electric switch heaters in keeping strategic main-line switches in continuous operation despite heavy snowfall and high winds. The efficiency of the propane gas units is materially increased by application of shields at locations where trouble has been experienced due to wind conditions in the past.

The use of snow-detector units in providing a warning of snowfall at unattended, isolated main-line switch locations where ignition of the propane gas switch heaters is accomplished by remote control from a distant interlocking tower or division train dispatcher's control board has proved of extreme value.

(5) The need for proper, careful programming of specialized snow-removal units so that each covers the operational areas for which it proves most efficient.

It is of extreme importance to keep snow-removal equipment in continuous operation by providing relief operators on 8-hr or 12-hr cycles, depending on the availability of qualified operators, and the duration and severity of the storm.

(6) The additional efficiency of operation to be gained by equipping Hough Pay Loaders and Pettibone-Mulliken Speed Swings with winterized cabs and two-way radio to permit continuous operation of the units despite the severity of the storm, and to provide constant contact with supervision. The addition of a snow blower to supplement the standard front-end bucket increases to an extreme degree the utility of these units. The ability to change from bucket to snow blower with very little lost operating time is an important

SNOW is cleaned from driveway at Erie-Lackawanna shop by Pettibone-Mulliken Speed Swing equipped with snow thrower.

COVERING of snow on track in food terminal is removed by Hough Payloader with snow plow and loader.

factor and can be accomplished by the operator and one man.

The Hough unit has proved particularly useful in clearing large team yard and driveway areas. The use of the snow blower in place of the bucket eliminates the piling and loading out of accumulated snow which normally results when bulldozers or plough-equipped units are employed in such areas. Use of the bucket to load snow into trucks or cars results in more rapid loading than is possible with on-track cranes using clamshell buckets. The resulting Hough snow-removal unit has extreme flexibility and operates as a self-sufficient unit with a minimum of labor cost.

The Speed Swing can be utilized to the same degree, and while it has less capacity than the larger Hough unit, it is somewhat more flexible as a loader since the snow blower or the bucket can swing in an arc of 180 deg, independently of the machine's line of travel.

Due to wide spacing of wheels, both units can be used to clear tracks with equal efficiency, in yards and also at outlying points. The addition of wings to the snow-blower scoop will provide a cleared track width of at least nine feet, so that the unit, in effect, becomes a rubber-tired equivalent of the on-track flanger or snow plow.

To better meet emergency situations it has been found most advantageous to keep these two units, when not employed on a day-to-day basis on normal maintenance or construction work, under load in assigned M/W non-revenue gondolas so that rail movement can be made without delay to other locations as emergencies arise. Spare tires and special, essential repair parts move with the units when transferred to another division for snow-removal use.

(7) The utility gained by the addition of snow blowers to Kershaw, and McWilliams ballast regulators and distributors, to provide self-contained flexible snow-removal units for on-track operation. The Kershaw Rotary Snow Plow (and blower), when used with the heavy-duty Kershaw Ballast Regulator, was found to be capable of removing as much as 12 to 18 in. of snow at an operating speed of 4 to 5 mph.

(8) The necessity and importance of gaining the complete cooperation of the operating department in terminal areas, particularly to permit continuous operation of weed-burner units in melting snow and clearing yard switches during and immediately following snow storms.

These units are invaluable in providing snow-free switches with a minimum of labor cost and in the shortest period of time, but require the use of the track to accomplish this. Cooperation between the track supervisor and the yardmaster in operating this equipment will permit prompt removal of snow and the continued movement of trains and switching operations with a minimum of delay.

(9) The importance of grouping like units and models of the various snow-removal units at the same locations, to whatever extent possible. This will simplify repair and minimize the stock of replacement parts to be kept on hand at a specific location.

(10) The advantage of using the heavier trucks equipped with plows to do the heavier snow plowing, such as clearing driveways and roadways, and the assignment of the lighter trucks with plows to do less strenuous snow-removal jobs, such as at station platforms, sidewalks and grade crossings, to avoid mechanical failure of the light-duty trucks.

(11) The utility gained in the employment of Willys Jeeps and GMC one-ton, 4-wheel-drive pick-up trucks, equipped with 7-ft Meyers snowplow blades and two-way Motorola radio and Fairmont Hy-Rail units, in moving men, materials, and the smaller snow-removal units, such as Gravely tractors equipped with snow blowers, to trouble spots, and in progressing scheduled snow removal from station platforms, sidewalks and grade crossings in off-track use, and in clearing tracks and moving by rail as "on-track" units.

(12) The necessity of maintaining adequate emergency stocks of snow brooms, snow-melting oil, kerosene, salt, snow shovels, and calcium chloride at strategically located storage points to supplement the normal winter stocks of these items held by M/W force. Severe storms of considerable duration can quickly exhaust the local supply. It is of vital importance that additional supplies of standard materials be immediately available. Emergency purchases of brooms and shovels particularly can easily result in the acquisition of inferior items, or equal items at excessive unit cost.

(13) The extreme importance of keeping piggyback unloading and loading areas cleared of snow to avoid delay in operation of such facilities and any restriction in the use of parking areas utilized by the in-transit trailers. The piggyback traffic load becomes heavier when highway conditions are bad, so that piggyback facilities are even of greater importance under adverse snow conditions.

Team-yard areas utilized by contract truckers also require immediate attention in the removal of snow to avoid any delays in handling inbound or outbound shipments and possible loss of business of affected rail customers.

Williams Sees Transit Critics Inconsistent

Opponents of the Kennedy Administration's $500-million urban mass transpotation bill "seem to be working both sides of the street." That is the opinion of the bill's sponsor and manager, Senator Harrison A. Williams, Jr. (D.-N.J.).

"The legislation," Senator Williams said, "is being called a bill for the big cities and at the same time a potential 'pork barrel' to subsidize transit service in every village and crossroads hamlet in the country." The critics can't have it both ways, the Senator said, adding, "The fact is, this bill is one of the most tightly drawn, restrictive pieces of legislation that has ever come before Congress."

Senator Williams pointed out that assistance under the bill is contingent on development of a program for a unified or officially coordinated urban transportation system as part of the comprehensively planned development of the urban area." The bill requires private financing, he added, for a substantial portion of the project cost, and the locality must pay its share of the remaining cost in cash.

"There are few other federal aid programs which are as well resigned to insure the wise and prudent expenditure of public funds," Senator Williams said, As for the twin "big city, small-town pork barrel" criticisms, he said, "both notions are mistaken.

"It is nonsense to suggest that the bill is going to end up subsidizing transit in every community of 2,500 people in the country. In the first place, no town is going to go through the red-tape, the planning and the financial burden unless it has a genuine problem. In the second place, Congress controls the size and direction of the program.

"The bill is intended to provide federal assistance to make capital improvements in the facilities and equipment of rail, bus and transit operations in urban areas large or small where a legitimate need for public transportation service exists.

"I think the problem is most acute in the larger metropolitan areas, but there are also problems in smaller cities which have lost or are in danger of losing all public transportation services."

The bill (S.3126 and its companion measure, H.R.11158) provides a three-year $500-million matching grant program for mass transportation facilities and equipment such as land, right-of-way, terminals, stations, buses, rolling stock and parking facilities which are necessary for the development of a coordinated mass transportation system.

Problem: What Loading of Cars Best Cuts Return Empty Miles?

Here is a car service quiz based on the June 1, 1962 revisions of AAR Car Service Rules 1 to 3 inclusive. The quiz was prepared by Harold P. Hannan, transportation consultant and retired director, freight car utilization, New York Central. We hope that readers will take time to figure out how to load cars, under car service rules, to cut empty miles in return movement to owner's rails. As in the past when this department has run car service quizzes, we ask that you send in your answers.

In this space in an early issue we'll print what we think are the correct loadings, along with a list of names of railroad employees and others who submit the correct solutions.

Mr. Hannan has also submitted two additional questions to be pondered along with the quiz:

(1) Private line freight cars are not subject to per-diem charges. What is the method of car hire settlement as between the railroads and the private car lines on such cars, and at what rates, dealing particularly with tank and refrigerator cars? Is there any monetary penalty for mishandling these cars, including accepting them empty from connections without record rights or contrary to instructions?

(2) Demurrage is not applicable to railroad-owned freight cars, regardless of ownership, which are delayed in unloading of "company material" by the railroad to which consigned and on its rails or adjoining private tracks. Neither are railroad cars subject to demurrage while held for loading of company material by employees of the railroad for which the material is intended and on its rails or on adjoining private tracks.

Assuming that all such cars are owned by the railroad to which the company material belongs, what added monetary hire of equipment expense is incurred by the railroad involved because of these delays?

Under Car Service Rules, How Do These Cars and These Cities Match?

Industry "A" located on the New York Central in the Buffalo, N.Y., area loads a large number of 40-ft plain box cars to various destinations in all sections of the country. On a recent date, the traffic manager ordered from the car distributor 18 such cars for immediate loading to the following destinations:

Albany, N.Y.
Atlanta, Ga.
Camden, N.J.
Champaign, Ill.
Charleston, S.C.
Fort Wayne, Ind.
Joliet, Ill.
Memphis, Tenn.
Montreal, Can.
Omaha, Neb.
Omaha, Tex.
Portland, Me.
Portland, Ore.
Pueblo, Col.
Saginaw, Mich.
San Francisco, Cal.
Tucumcari, N.M.
Wilkes-Barre, Pa.

The following ownerships of suitable box cars were supplied to protect this particular order of the shipper:

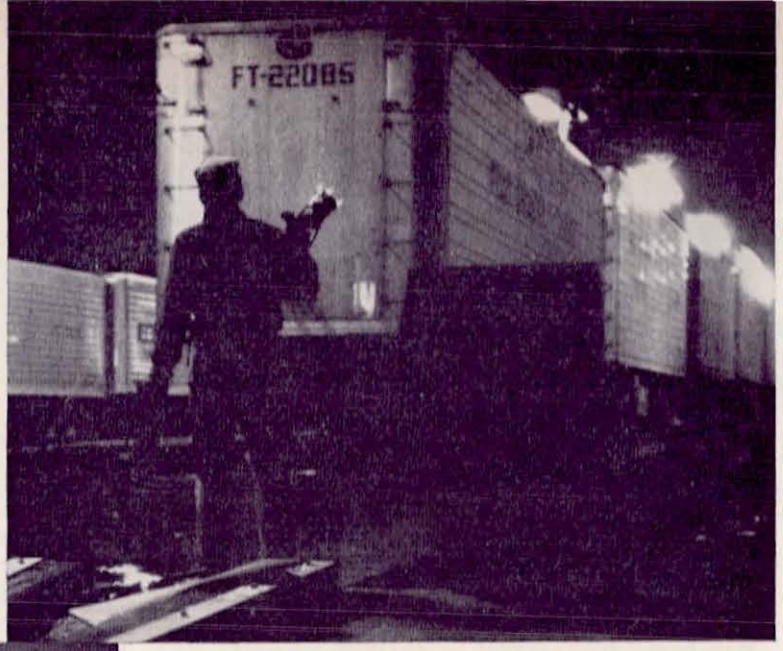
Atlanta & West Point (A&WP)
Canadian Pacific (CPR)
Chesapeake & Ohio (C&O)
Delaware & Hudson (D&H)
Denver & Rio Grande Western (D&RGW)
Elgin, Joliet & Eastern (EJ&E)
Gulf, Mobile & Ohio (GM&O)
Maine Central (MEC)
New York Central (NYC)
Nickel Plate (NKP)
Pennsylvania (PRR)
Reading (RDG)
Rock Island (RI)
Cotton Belt (StLSW)
Seaboard (SAL)
Southern Pacific (SP)
Union Pacific (UP)
Western Pacific (WP)

The loading foreman was thoroughly familiar with Car Service Rules and Special Car Order 90, including the Car Selection Chart, and did a good job in assigning the different cars to the various destinations for proper loading under the rules, avoiding to the maximum extent possible empty mileage that would be involved if the cars should be moved home empty after released from load.

Let's see if you can match or surpass the loading foreman's performance.

Solutions offered should be listed in alphabetical order of destinations. Send them to the Question and Answer Editor, Railway Age, 30 Church St., N.Y. 7, N.Y.

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N.Y.



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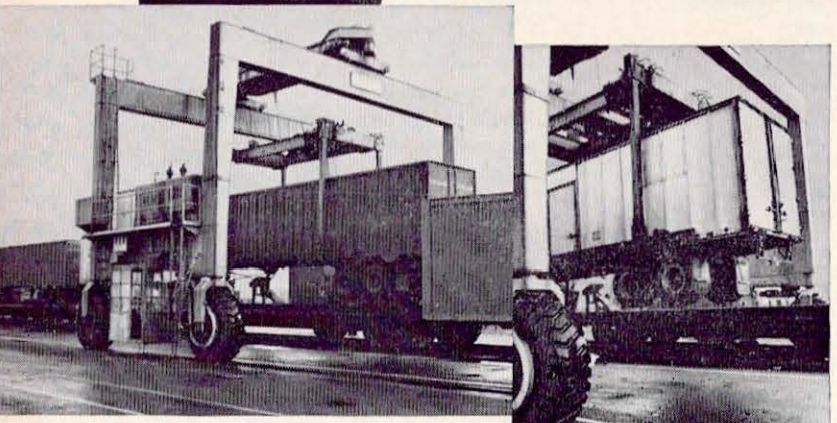
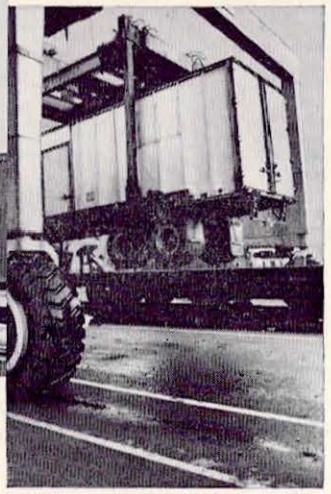
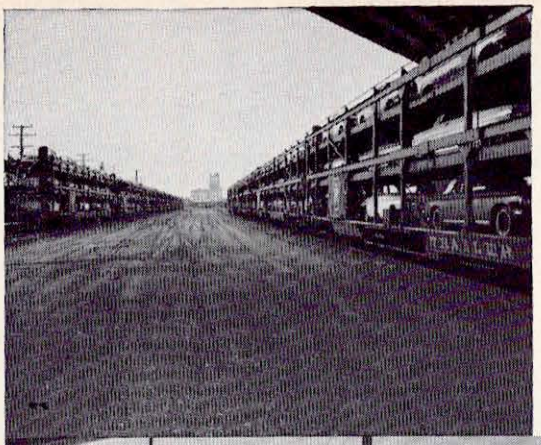






■ Midnight and the pigs are coming! From everywhere. With everything. Frozen foods. Fresh produce. Sportswear for Long Island. Cake mix for Newark. Beef. Wire. Siding for homes in Connecticut. Grass seed for their lawns. A thousand items to fill the needs of a sprawling metropolis.

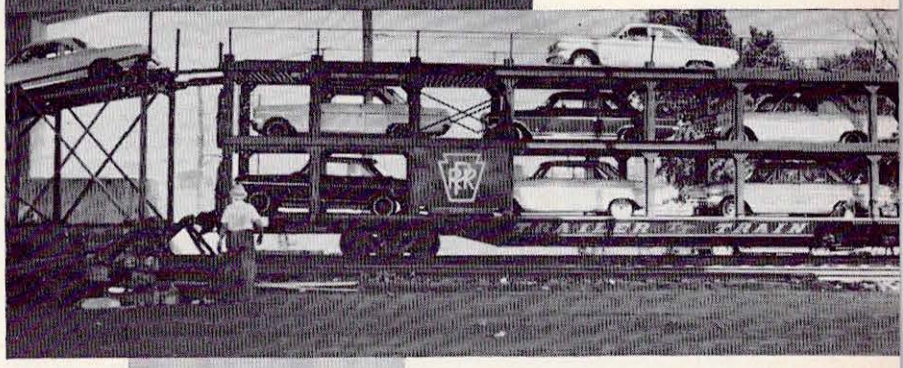
Rain slides across the big yard lights . . . beats on trailer tops. Alright! Let's go! Get 'em off! Tractor engines pound, the pulse picks up. Hitched? Ready? Go!

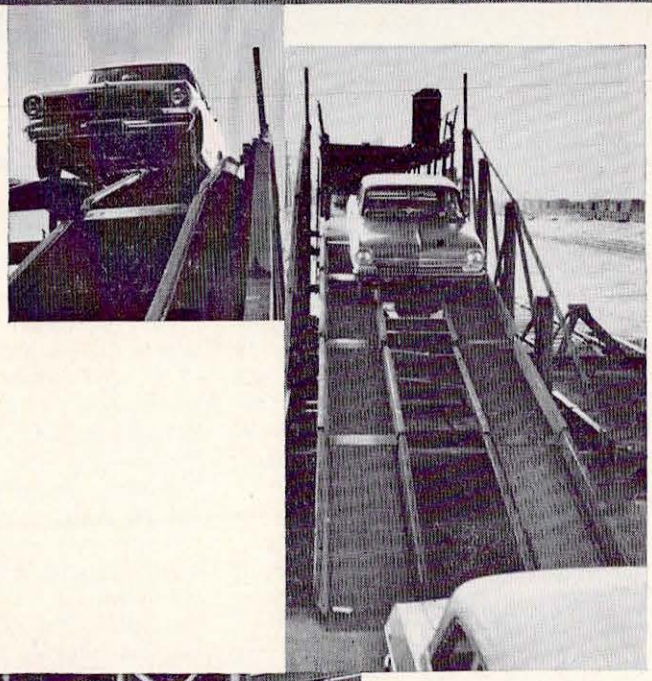
Here comes the straddle crane. Rolling on giant's legs. Straddling train and tractor. Got the trailer? Lift it off, hook it up, take it out of here!

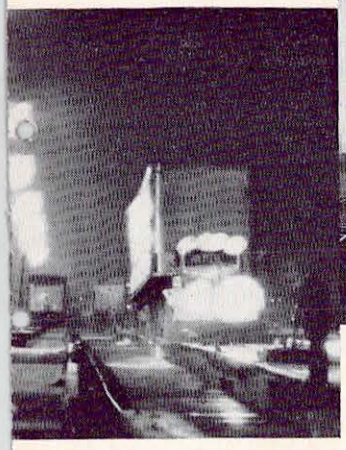
It's dawn. Trailers are off. Now for the autos! Chevies for Trenton. Fords for Hartford and New Rochelle. Unchain 'em. Let 'em loose. Bridge plates down? OK! Drive 'em off.

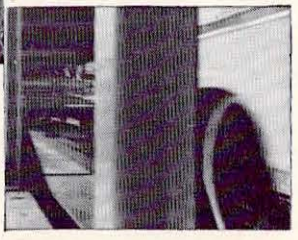
Around the clock. Every day. All year. In summer heat, winter snow, through the skirts of Hurricane Ethel. Piggybacking is hard work. Equipment has to be tough to take this kind of punishment. And versatile. That's why Trailer Train, and most other piggyback car owners have selected Pullman-Standard as a major supplier of piggyback equipment. Long ones: like the PS-4PB. Low ones: like the P-S Lo-Dek. Flat cars for any piggyback load. For any piggyback load to come. P-S designed and built the rail cars that got piggyback rolling . . . and can be depended on for new equipment to match its future growth.

PIGS!



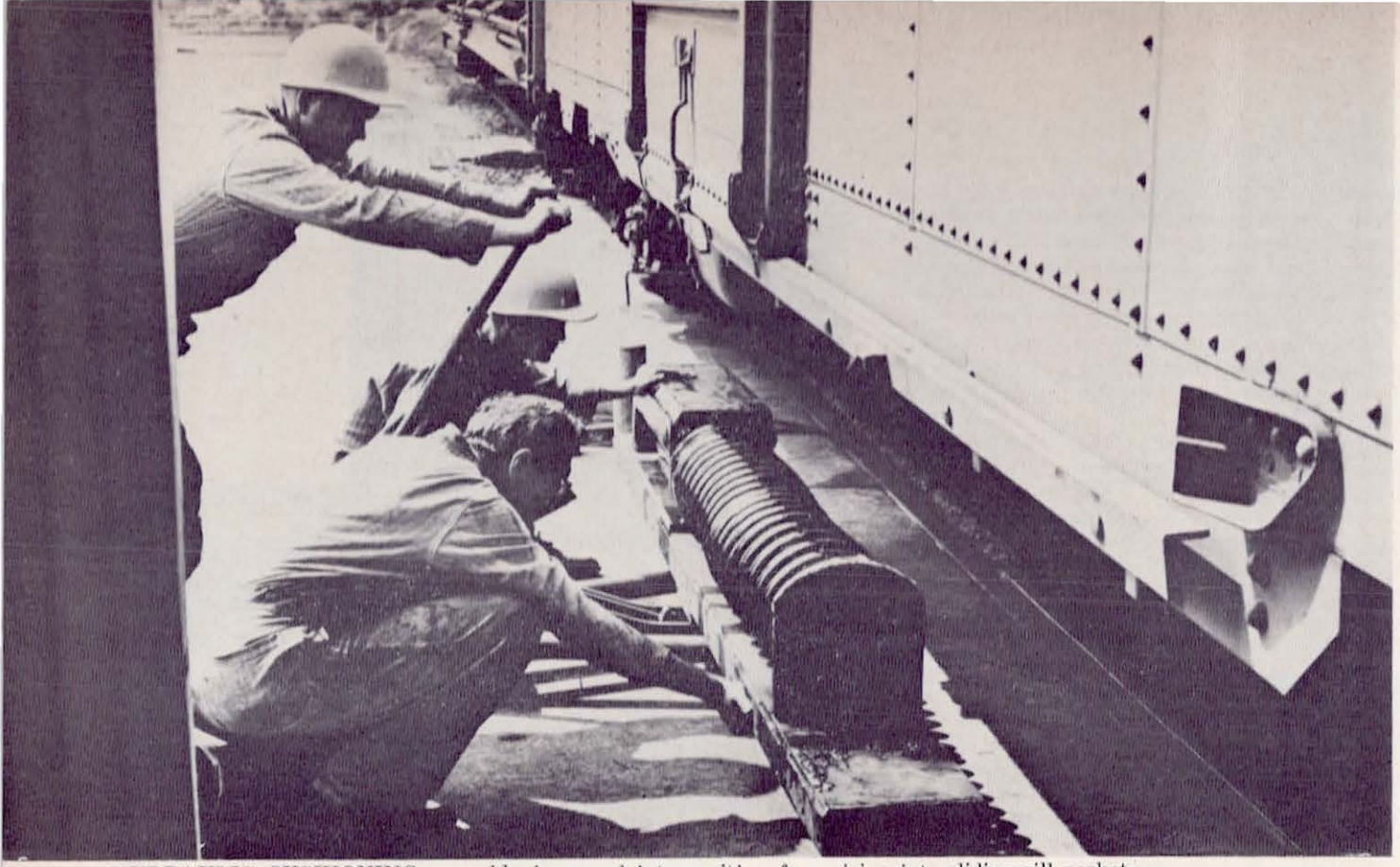






PULLMAN-STANDARD

A DIVISION OF PULLMAN INCORPORATED
200 S. MICHIGAN AVENUE • CHICAGO 4, ILLINOIS
BIRMINGHAM • PITTSBURGH • NEW YORK
J. C. FENNELLY CO., SAN FRANCISCO REPRESENTATIVE



HYDRAULIC CUSHIONING assembly is moved into position for raising into sliding-sill pocket.

3C Gliding Sill Can Be Applied to

► **The Story at a Glance: National Steel Castings' 3C Gliding Sill has 24 in. of hydraulically cushioned sill travel in either direction from the neutral position. Supplied preassembled, it is in service on eight roads.**

A cushion underframe applicable to existing freight cars has already been utilized by eight railroads on over 20 such cars. This design, National Steel Castings' 3C Gliding Sill, has also been applied to ten new Western Pacific box cars built earlier this year by Thrall (RA, July 30, p. 39). Its utilization on the new cars followed extensive experience with one older WP car which had been so equipped. Additional installations are being made by other lines.

The 3C unit has 24 in. of hydraulically cushioned sill travel in either direction from the neutral position, providing what National terms "optimum" protection for the most damageable of ladings. This sill travel permits use of AAR standard rigid-shank couplers on cars up to 50 ft long which must negotiate curves of 30 deg, the sharpest for which the rigid-shank coupler was designed. The 3C unit is supplied preassembled.

M. Stevenson, National Castings vice president, predicts that up to 18% of the new cars to be built in 1963 will be equipped with various types of sliding sills and that this could be as high as 30% by 1967. He says that National anticipates new car orders will be at the rate of 38,000 to 42,000 per year. Mr. Stevenson predicted that acquisitions of new sliding-sill cars will not adequately meet shipper demands for lading-protection equipment, saying that during the next five years, 2,500 to 5,000 existing cars will probably have to be equipped with various types of cushioning annually.

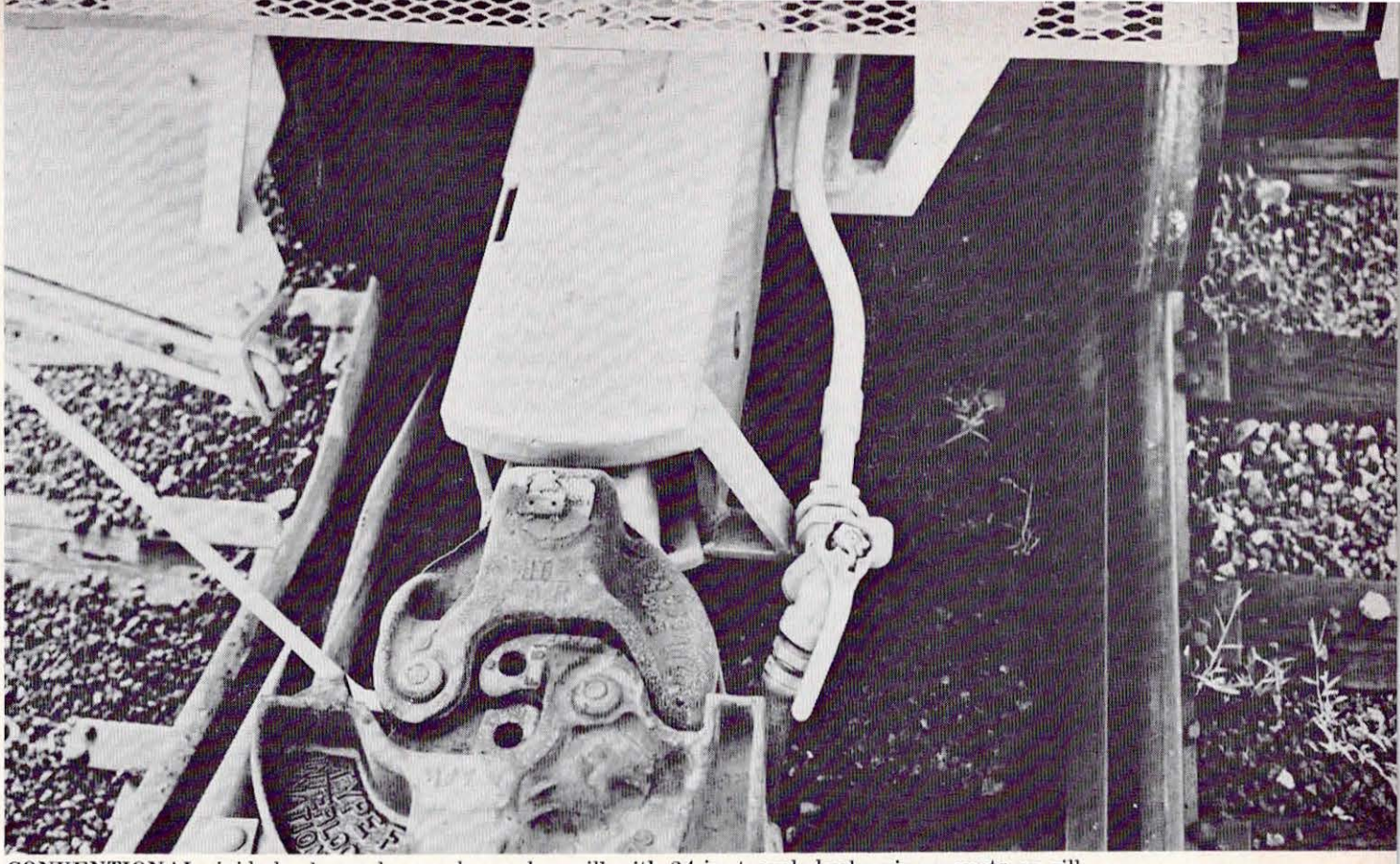
Because the 3C sill can be applied to existing cars with a minimum of structural alteration, National is aiming to supply these units in substantial quantities. Several railroads have installed the sills in their own shops.

First car to be fitted with the 3C equipment was a Burlington box car which was recently brought into National's Cleveland, Ohio, Technical Center for inspection following an extended period of service. All structural components of the underframe were carefully inspected, and the hydraulic cylinder assembly was returned to Houdaille Industries, its builder, for close examination. No need for design or material changes has been indicated.

The design now offered is the product of a National research program initiated in 1955. It was first necessary to establish the factors of the lading-damage problem and then to develop a method for alleviating it. During initial phases of the program, National proved to its satisfaction that reduction in coupler force did not automatically produce a proportionate decrease in lading force—and that it is lading forces that result in damage.

It was found that the most satisfactory way to protect lading was by using a sliding center sill with a hydraulic cushion as an absorption unit. Extensive collaboration with hydraulic consultants insured that components incorporated in the Gliding Sill would produce good results.

Testing led to the decision to have the 24-in. sill travel. Travel was limited to this because it was found that increases in lading protection with longer travel were marginal. Tests at National's Technical Center showed that the 3C sill could reduce damaging lading forces up to 80% at prevailing rail-



CONVENTIONAL rigid shank coupler can be used on sill with 24-in. travel; brake pipe mounts on sill.

Existing Freight Cars

road hump-yard impact speeds, compared to regular friction draft gears.

Although designed to fit existing cars having AAR standard Z-section center-sill construction, without extensive rebuilding of the car underframes, this same sliding sill arrangement is also easily applied to new cars. A high-strength H-beam is used for the main column of the sill. In the center of the column is a pocket to house the hydraulic cushion. This hydraulic unit is self-contained, utilizing a spring to return the sill to its neutral position after impact. On each end of the main column is a striker casting through which the coupler, yoke, and draft gear are connected to the column. This entire assembly fits inside the center sill of the car underframe and is connected to it by two draft stops, one at each end of the hydraulic unit, which function to limit travel to 24 in. The assembly is supported by connections across the bottom of the fixed sill.

For application to existing cars, all obstructions inside the center sill are removed. For application to new cars, the standard car underframe is used, except that the structures inside the Z-sill are omitted.

Responding to impacts entering the car through the couplers, the 3C sill protects the car structure and lading from dynamic disturbances both in car classification yards and in train operation. The hydaulic unit is designed to travel nearly its full stroke over a wide range of coupling speeds, giving protection under a variety of impact conditions. The hydraulic unit is protected from going solid by the stops and operates only when the car and lading are subjected to impacts, prolonging its life. Short-pocket rubber draft gears protect the car from low-energy forces delivered by adjacent cars during normal train operation. Oil level in the hydraulic unit may be checked at a sight glass visible through an opening in the side of the fixed center sill.

Following the laboratory test evaluation of the Gliding Sill, prototype cars were put into various services. One shipper's movements of packaged cereal in a car with the sill showed lading damage reduced by 90%, compared with standard cars in the same service.

Later, when the same car hauled heavy electrical appliances, an impact register showed only the slightest deviations. In other 3C-equipped cars making 40 trips handling tin plate and canned goods, no damage was found. In seven trips hauling newsprint there was no damage or shifting of the rolls. The impact registers did not record impacts of any importance.

In a car hauling auto body parts with reduced and lighter load retainers, no damage was revealed. By using the 3C car, elimination of damage to auto parts delivered to the West Coast made possible the transfer of the parts in their shipping racks directly to the plant production line, thereby simplifying one of the assembly operations.

The demand for sliding sills to protect easily damaged lading is still rapidly increasing, according to National. A few years ago, approximately fifteen major commodities, accounting for 1,000,000 to 1,150,000 carloads annually, constituted the major portion of the freight traffic which would be shipped in sliding-sill cars. The number of basic commodities for which special handling is now demanded has more than doubled during the past five years, doubling the demand for such cars. Shippers of automobile parts, newsprint, printing paper, paperboard, and wall board are now demanding sliding-sill cars.

Roads on which 3C Gliding Sill cars are now in service include the Burlington, WP, Maine Central, Grand Trunk Western, Pennsylvania, Louisville & Nashville, Atlantic Coast Line, and Great Northern.

How to Convert RRs For Rapid Transit

► **The Story at a Glance: Rail rights-of-way might have potential value as transit routes. There are, however, differences between transit operations and train operations. The differences can be reconciled only with specialized equipment and at the expense of considerable interference with normal railway operations. These were the conclusions of a Canadian National transportation engineer who addressed a recent meeting of the Engineering Institute of Canada.**

Recent introduction of legislation to carry out the Kennedy Administration's three-year, $500-million urban transportation program has created much interest in the possible use of existing railroads in metropolitan areas. Some planners advance the possibility of converting existing rail lines to low-cost, ready-made transit routes—without altering the performance of their basic rail functions.

However, mixing rapid transit and regular operations, as some railroaders view it, is too complex to be practical. One of the main problems of such mixing would be train interference between the large number of rapid transit trains with frequent station stops and a railroad's regular freight, passenger and switching movements. To handle rapid transit, a special signal system is required, Wilfred Sergeant, assistant general superintendent transportation (technical), Canadian National, told a recent meeting of the Engineering Institute of Canada. An abstract of his talk follows:

The distinctive characteristic of a rapid transit line is specialization, for the sole purpose of mass transportation. An intensive rapid transit service in the peak period of the day may offer as many as 40 trains per hour on each track through a busy station. A railway service is unlikely to be offering more than 10 trains per hour. There will not be many railway commuter trains starting out for destinations closer than 10 to 15 miles, while only a widespread rapid transit service would offer trains going that distance. If the distance between stations is measured in feet and the trains make two or three stops per mile, it must be a rapid transit operation. But if distances between stations are quoted in miles and there are few stations closer than a mile apart, it is probably a railway commuter service.

Historically, rapid transit means "rapid compared with street cars or buses." The average speeds of public vehicles in the streets may be between 4 and 10 mph, with maybe 10 stops per mile. Rapid transit services making two or three stops per mile may operate at speeds averaging between 15 and 20 mph. If the rapid transit trains made less than one stop per mile, as in railway commuter services, the average speeds might be up to 30 mph.

But it must be recognized that a high average speed is not the sole aim of any of these operations. It is, rather, the end results of the particular combinations of type of rolling stock, distance to be run, and number of stops to be made. The difference between rapid transit and railway commuter service begins with the type of rolling stock required to operate a rapid transit service. On any line carrying 40 trains per hour with two or three stops per mile, trains must be capable of high acceleration and braking rates, something like 2.5 mph per second. To develop the necessary tractive effort, a reasonably high proportion of the carrying axles on the trains must be motored. To achieve these braking rates, some form of electric or electro-pneumatic brake is essential.

Two trains per mile of track

The kind of rolling stock to be operated and the number of trains per hour together call for a signal system to match. Trains in rapid service take about three minutes to travel one mile. If these trains are moving on headways of only 1.5 minutes, there will be two trains on each mile of track. In fact, at the moment a train is leaving a station, the train behind may be running in at a speed of nearly 40 mph and less than a quarter of a mile away.

Operating so many trains on a line causes a high demand for traction power, so that the kind of rolling stock and the density of service together determine the required substation arrangement and capacity of the power supply system. In another direction, the type of rolling stock governs the type of station necessary to the operation. Short headways can be achieved only if short station stops can be guaranteed. This demands trains of rolling stock having multiple side doors with mechanical door operation. It becomes essential that all stations have raised platforms for rapid access to the cars.

Finally, the choice of this type of rolling stock and the operation of this type of service makes fare collection on the train impossible. The transfer of fare collection to stations immediately requires the complete enclosure of all stations and rights-of-way, and usually the introduction of mechanical fare collection systems with tokens and turnstiles or equivalent. The operation of such an intensive train service would not be acceptable wherever highways cross the railway tracks at grade, so that a rapid transit line must be fully grade separated.

A railway commuter service is not a rapid transit service, because the railway service cannot specialize, but must continue to fulfill the many other functions of a railway facility, such as movement of freight and passenger trains and industrial switching. This means that railway track and signal systems cannot be designed solely to handle a commuter service, and for many periods throughout the day the tracks are not available to handle commuter traffic.

Railway commuter service has avoided moving into specialized equipment. The type of ground facilities and rolling stock being used are standard or at least compatible with those used on other operations of the railway. One result of this limitation is that the service generally, or at least the peak hour service, is operated with locomotive-hauled coach trains and their acceleration and braking characteristics are limited to the best that can be achieved with this type of equipment, somewhat less than 1.0 mph per second. (Rapid transit acceleration and braking rates are 2.5 mph per second.)

Figure 1 represents an arrangement of four signals between stations on a rapid transit line. Because of the density of train service, all these signals will be fitted with automatic train stops. If a train at full attainable speed ignored and ran by, say, signal C at Stop, there would be an emergency application of brakes, and the train could come to rest within its emergency stopping distance. With a small additional distance as a margin for safety, the total would be known as the overlap distance for that signal. Any train stopped for any reason within this overlap would gain no protection from signal C, so that signal B must display a Stop aspect until the rear of the train has passed beyond the overlap point of signal C. There would be two signals B and C showing a Stop aspect. But, as soon as the rear of the train passed beyond the overlap block joint, it would be fully protected by signal C, and signal B could be cleared to a less restrictive aspect. From this

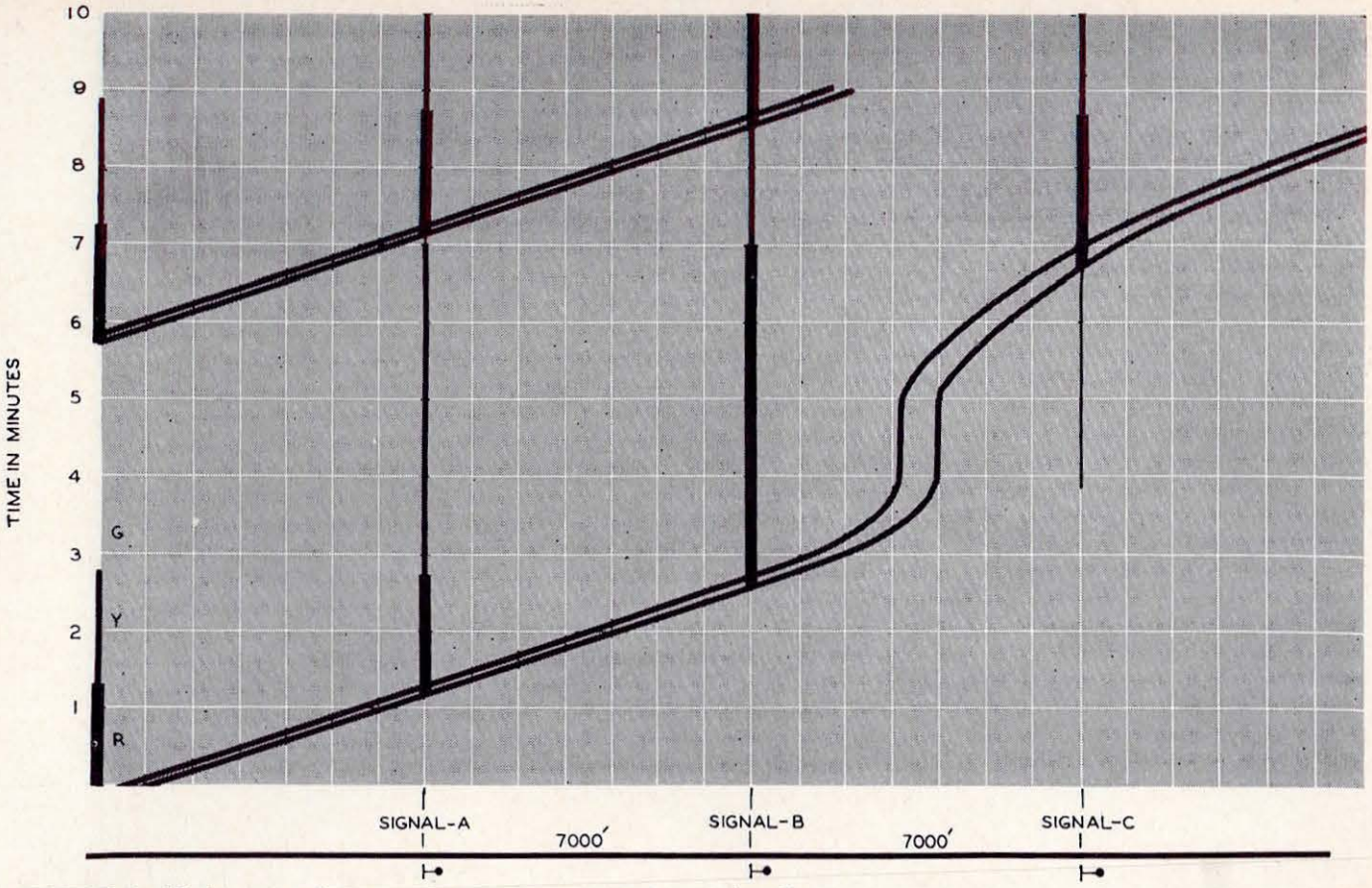


FIGURE 2—Minimum headway required on mainline railroad signaling.

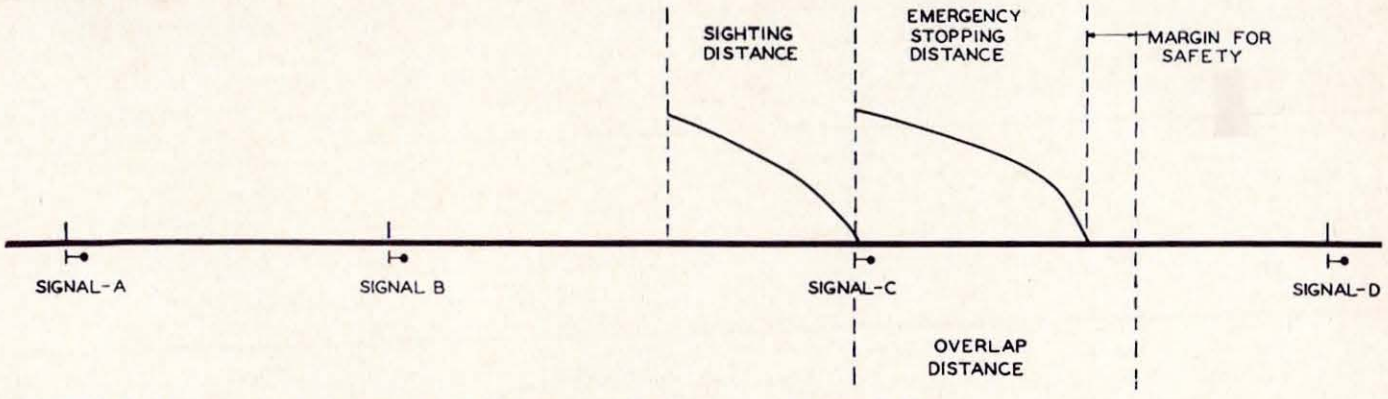


FIGURE 1—Arrangement of four signals between stations on a rapid transit line.

point, and until it passed signal D, our train would have only one signal behind it showing the Stop aspect.

A question of significance here is—what aspect would signal B show? This depends upon the whereabouts of the sighting point for signal C. In this sense, "sighting point" does not mean the point where the motorman can first see the signal, but rather the point at which he must apply the brakes to make a service stop at the signal.

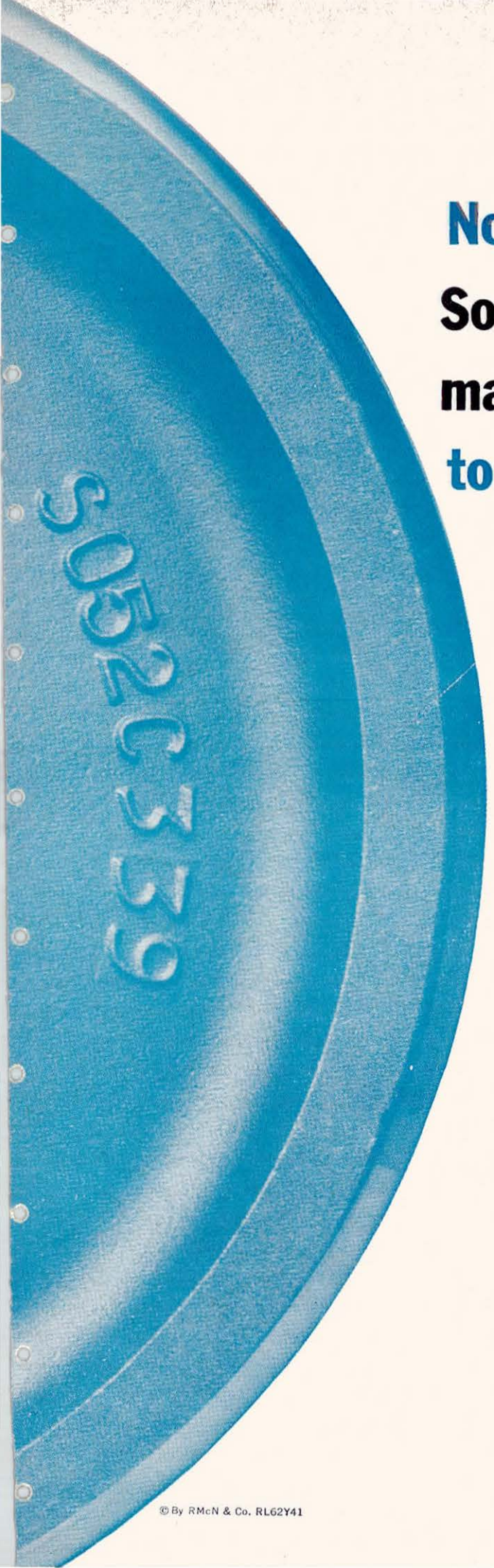
With shorter rapid transit trains operating at 40 mph, and as a result of their powerful service braking characteristics, the sighting distance of signal C is likely to be some 850 ft. If the range of visibility of signal C is more, the motorman needs no advance warning of its Stop aspect, and signal B will be permitted to change directly from red to green when the train ahead clears the overlap of signal C. If the limit of visibility of signal C happened to be inside the sighting distance, due perhaps to curvature or grade in the tracks, then signal B might be modified to serve as a repeater for C and could show only a yellow aspect as long as C remained at Stop.

Compare this with the arrangement of signaling on a mainline railway. A clear signal may be a single green, or a high green with a second unit beneath it. A more restrictive signal is described in the rule book as the approach signal, and will be a single yellow or a high yellow with a second unit beneath it showing red. The standard code of operating rules says of this aspect that the train may proceed at medium speed expecting to find the next signal at Stop.

In most cases we could not contemplate an engineman coming without warning upon a signal showing Stop. First, signals have to be laid out with all the different characteristics in mind of the various types of trains which might be operated and the speed they might be making. For each location the most onerous condition is the one which

(*Continued on page 28*)

SOUTHERN
5-7-62
MKT
Charles
Ferguson
ST. LOUIS
University City
Clayton
St. Louis
Imperial
Dupo



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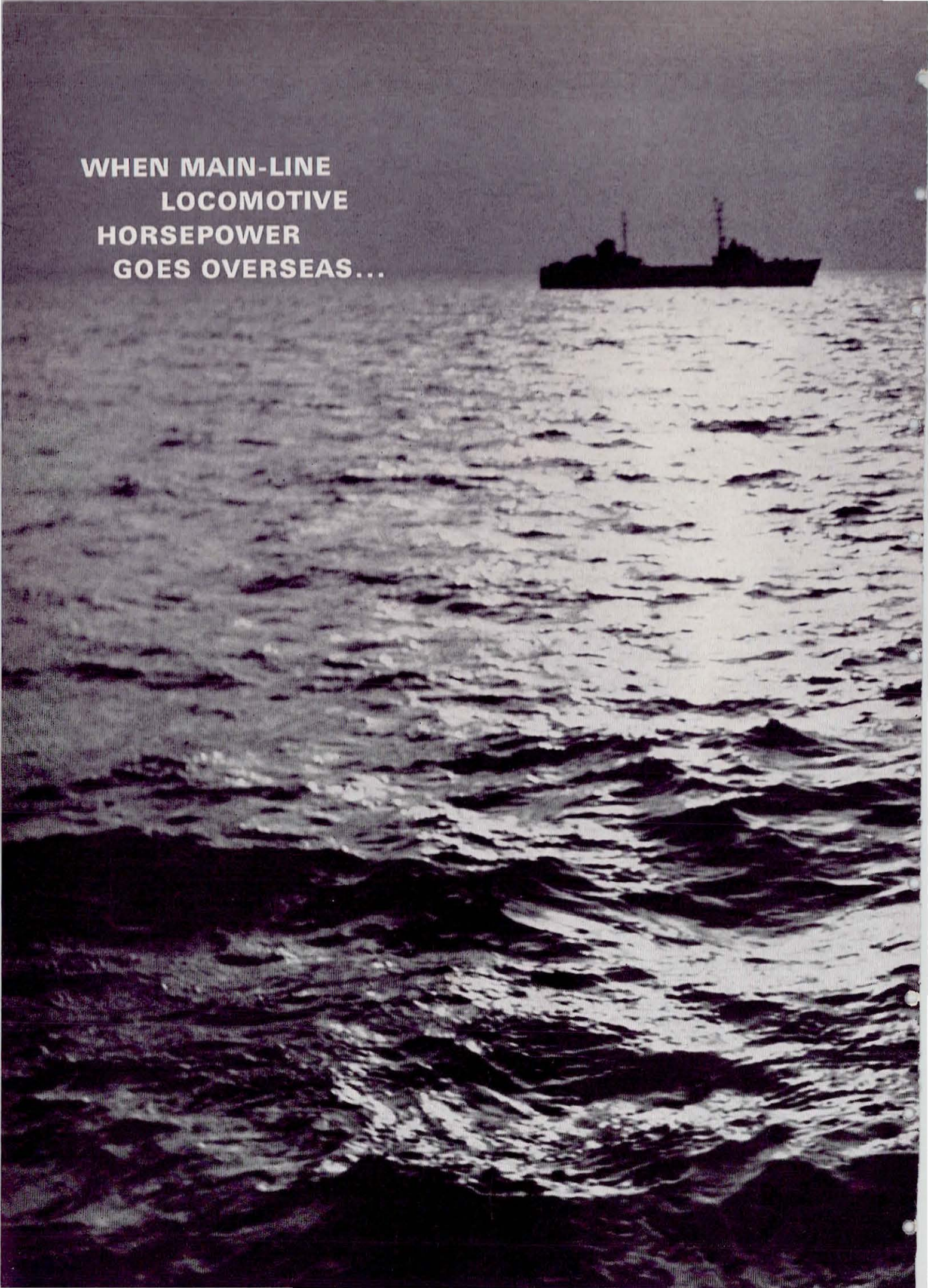
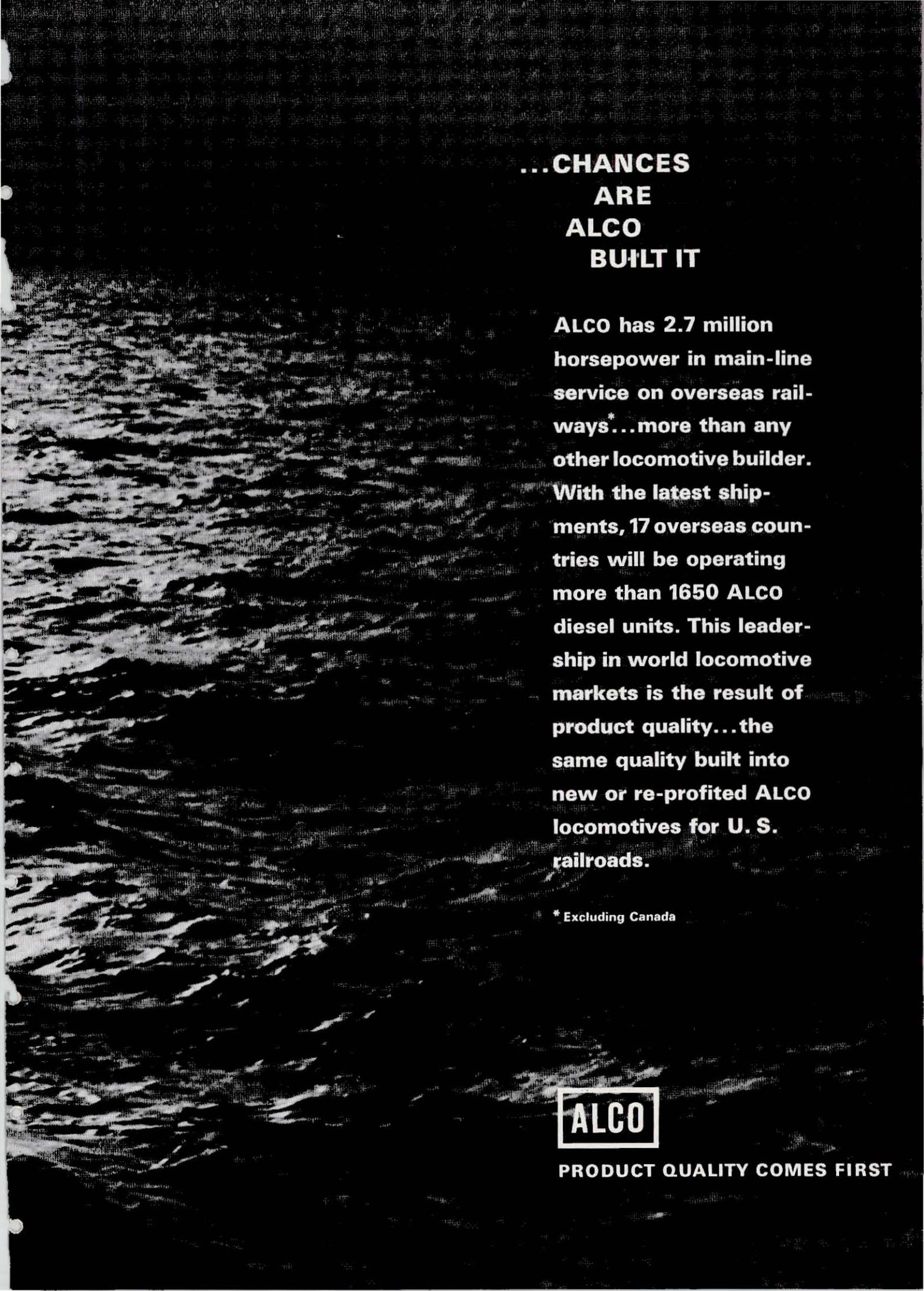

WHEN MAIN-LINE
LOCOMOTIVE
HORSEPOWER
GOES OVERSEAS...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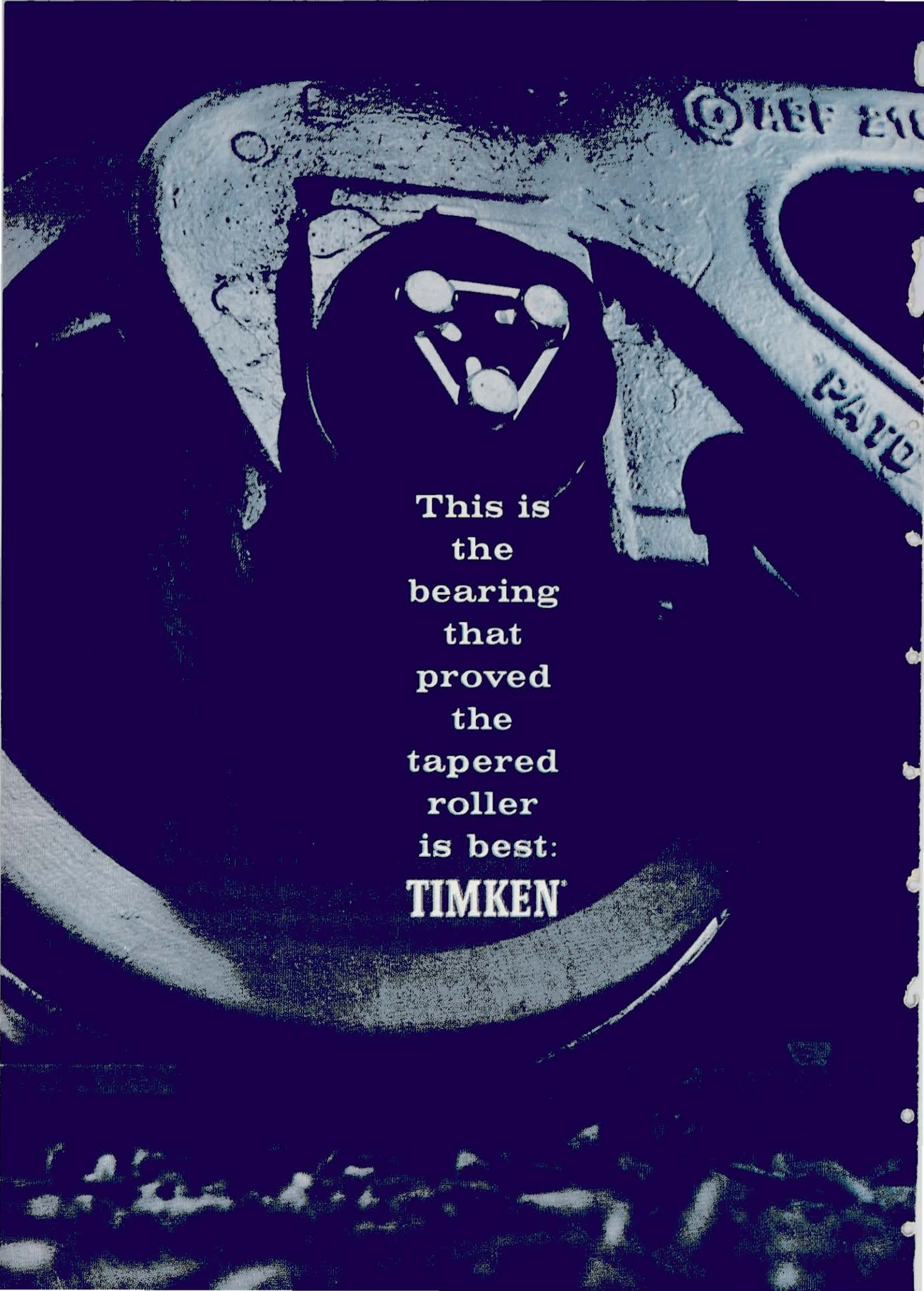
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bearing
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the
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roller
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RAILROADING AFTER HOURS WITH JIM LYNE

KIZZIA SETS SAIL—Joe Kizzia, our executive editor since November 1956, is taking off this week for a "sabbatical year" in Europe—a major purpose being to introduce three junior Kizzias to a foreign language, while they're young enough so learning one comes without headaches. Joe expects to be back in plenty of time to take on the daily publications we have planned for the big conventions in Chicago in the early fall next year. Luther Miller, heretofore our news editor, is the new man at the executive editor's desk.

Joe expects to circulate a lot on Europe's railroads during coming months—and he'll be looking in frequently on our International Railway Journal (published at The Hague). Joe is widely known as a dedicated railroader (an alumnus of the Military Railway Service) and is equally dedicated as to journalism (being an alumnus of N.W.U.'s school of journalism, and of the Nashville, Ark. "News" which he edited). Luther Miller has the same dedication both to railroading and lively and accurate reporting that Joe has (and a quality which, I'm happy to believe, is endemic in our whole staff).

TOO MUCH TALK BALKS ACTION?—Some of the big transportation questions—such as "diversification," "rate freedom" and what have you—get a lot of public discussion, and little action. Other equally important transportation questions get plenty of action and no discussion. I have in mind, for instance, the maximum weight limitation for highway vehicles. Virginia has just raised its maximum to 70,000 lb. Is this vitally important question ever the subject of debate by transportation societies? I've never seen it on one of their programs.

I was reading the other day (in a book with a title I won't mention lest I be suspected of ivory tower proclivities) an assertion that so-called intellectuals tend to use discussion not as wholesome preparation for action, but as a substitute for it.

The truckers are not intellectuals. They are practical fellows. They have not wasted time in public debate on the merits of higher load minimums. Instead, they have proceeded quietly (and apparently with persuasive arguments) directly to the legislatures. And they have got results. I may not admire these fellows' objectives, but they're certainly no stumblebums when it comes to getting what they want.

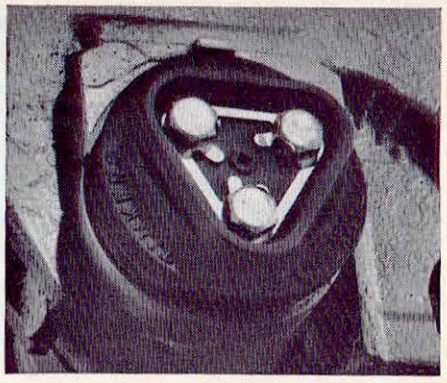
CAR-BODY LIFE—John Bliss, utility and transportation price consultant of East Greenbush, N.Y., has some ideas on the question raised in this corner, of the life of open-top car bodies—whether it varies with mileage, with time, or with the number of loads handled. He suggests that statistics should be compiled on some cars that are getting more than the average number of loads, to compare their repair costs with the average. He names some shuttle movements (which I'll identify on request) where he believes assigned cars have already made more than the "par for the course" of 200 loads.

Mr. Bliss believes that lower rates for the "integral train" type of movement might be made contingent upon some degree of care in car-handling—avoiding the rough-house treatment mentioned here Aug. 6. Mr. B. thinks this is one of those situations that ought to be investigated *now*, because "average" handling producing "average" repair costs might make these bulk movements a lot more costly (hence less effectively competitive) than they should be.

MONUMENTAL STATIONS—Before long the stately Pennsylvania Station in New York is to come down (leaving the strictly railroad part intact), to be replaced by commercial buildings. A bunch of local architects have raised a holler at the prospect, and have been picketing the station.

The trouble with these fellows is that they're a little late with their complaints—and they're registering them in the wrong place. They should be doing their picketing at the national and state capitols, where the anti-railroad policies were cooked up that have forced all railroads (particularly those in the East) to count pennies.

When Penn Station was built, the railroad was well able to afford such a contribution to civic comeliness. A lot of railroads in those days were in the happy financial situation now occupied by the larger automobile manufacturers, oil companies and chemical producers. But the American people allowed their political representatives to destroy railroad prosperity; and will now have to look around for other architecturally inclined philanthropists to perform the community services once forthcoming from the railroads. Either that, or they might try persuading the politicians to allow railroads a chance to prosper.



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Back in 1929, there were four different kinds of anti-friction bearings offered to the railroad industry. Problem was, which one could do the job most efficiently, most economically.

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Timken® railroad bearings have proved that the tapered design is best with millions and millions of trouble-free miles—even in high-speed, heavy-duty service on America's freight cars. On the average, Timken heavy-duty "AP" bearings roll over one-hundred million car-miles between setouts due to overheated bearings. They reduce terminal bearing inspection time drastically and cut lubrication cost as well. Timken tapered roller bearings are precision-made from our own nickel-rich steel to insure the high uniform quality needed in rugged railroad service.

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governs. Secondly, the braking distance for any kind of mainline train usually is relatively long; long enough so that the range of visibility due to geographic conditions, curvature, buildings, trees, and vertical curves is very likely to be shorter than the braking distance. Finally, allowance must be made for the possibility of rain, snow, smoke, or fog, reducing the range of visibility.

So, in almost all circumstances, an engineman running towards a signal showing Stop will first encounter a signal showing Approach. Since the rule says he must then expect to find the next signal at Stop, logically there cannot be any other signal between them, and the distance from the approach signal to the stop signal must be sufficient to stop the train with a normal service brake application from the speed at which the train passes the approach signal. On our mainline railways, the signal spacing normally is long enough for the speed at the approach signal to be the full permissible track speed, so that no other signals will be required. For a railway mainline having automatic signals designed for operation of long freight trains at 60 mph, signals are likely to be spaced some 7,000 ft apart.

Figure 2 shows the problem of trying to operate two commuter trains close together on such a line. I have assumed that both trains make a one-minute station stop between signals B and C, with acceleration based on 2,400 hp and 10 loaded cars, and braking at 0.9 mph per second. When the first train passed signal A, it went to the Stop aspect. On passing B, this signal went to Stop and signal A reverted to Approach. Only after this train passed signal C, would signal A return to the Proceed aspect. If the following train is to be as close as possible without suffering interference from signals, the moment A returns to Proceed, the second train must still be far enough away to observe the Proceed aspect before the engineman passes it. I have assumed he requires six seconds to realize he has a proceed signal before he reaches it, and so does not need to prepare to stop at B. This means that the closest these two trains may be is some 14,500 ft and the time between the first train passing signal A and the second train passing the same signal is likely to be about six minutes. The normal time between trains is known as the headway. The shortest possible headway at any one signal is known as the minimum headway for that signal.

So it can be seen that for the signal arrangement shown, a minimum headway of six minutes allows a maximum service of 10 trains per hour. If, in fact, this number of trains were operated, every moment of the hour would be committed. There would be no time for a switcher at B to cross over to the other side of the mainline with empties for the industry there. There would be no path to slot-in a long freight train from 500 miles away coming to the yard at D. Also, there must be some spare track capacity to allow for unforeseen events, such as the extra time waiting for a tardy passenger, the snow drifting into the switches, and the unfortunate possibility of a failure of some mechanical detail.

Suppose the railway agreed to schedule 10 trains per hour and yet required space for these other railway functions. Some trains would have to be run closer together than six minutes, to leave wider margins for the slower operations. The headway on signal A might have to be reduced to three or four minutes. To do this, signal spacing would have to be reduced, either by imposing lower speed restrictions on the route and thereby reducing the sighting distances for the signals, or by introducing additional signal aspects known as Approach Medium and Approach Slow, so that a train moving at higher speed would have its speed reduced before it reached the approach signal.

So the railway signal system would have to be elaborated solely for the mass transportation service, and still there would be interference with other railway operations. Without doubt this can be done, but it is the beginning of a specialization.

How, then, do rapid transit lines manage to operate up to 40 trains per hour, which means achieving a headway in service of only 90 seconds? If all trains stop at all stations, and the standing time at the station is 30 seconds, the best train performance and signal arrangement presently available can achieve minimum headways of the order of 85 to 90 seconds.

An average acceleration of 0.9 mph per second is a good achievement for a non-specialized locomotive-hauled train. For an average distance between stations of the order of two miles or more, an acceleration limited to 0.9 mph per second is no hardship, and the extra cost of more powerful propulsion equipment would hardly be worthwhile. But, if the average distance between stations is significantly less than one mile, or if exceedingly close headways are demanded, a much better acceleration becomes vital, and the extra cost of propulsion equipment is fully compensated by the improved productivity of the equipment and the increased capacity of the line in trains per hour. For typical subway station spacings between 2,000 and 4,000 ft, the economical acceleration historically has been between 2.0 and 2.5 mph per second. Under the same conditions outlined for the locomotive-hauled train, this would call for at least 60% of the total train weight to be carried on axles which are powered.

The braking distance of a freight train at 40 mph may be some 3,500 ft, and at 60 mph around 7,000 ft. With passenger trains, car weights are more nearly constant and the qualities of braking are correspondingly better. The braking distance at 40 mph may be 1,000 ft, and at 60 mph be some 2,200 ft. These performances are quite acceptable for a railway operating long distances at high speeds. They quickly become limiting where rapid transit is concerned. The stopping distance at 40 mph for a rapid transit train is around 500 ft, not much more than one train length.

Consider two stations on a rapid transit line, with the distance between them assumed to be 4,000 ft. In the simplest case, that is, operating the trains station-distance apart, a station is provided with three signals.

The smallest distance between trains is to be the total length of the train, the signal overlap, one signal spacing and one sighting distance. In this total, the braking distance appears twice, showing that if a signal system is to be provided so that trains can operate close together, the rolling stock also should be provided with the best possible braking characteristics.

Consider now the problems which might arise if a mainline train were to be operated over track signaled in this way. The engineman would be called upon to obey signals laid out for sighting distances of 500 to 600 ft, without repeaters or approach signals, and for this speed the limit for passenger trains could not exceed 25 mph. But the speeds of long freight trains could not safely exceed 12 mph, creating considerable difficulties.

A long freight train at this speed might occupy five minutes of track time to pass a single point. And for every mile to be run another two minutes would be lost. Assuming that such a train had to run for four miles on rapid transit track, and allowing two minutes at each end to enter and leave the route, the lost track capacity would be some 17 minutes, or perhaps 12 rapid transit trains. A greater difficulty is that freight trains cannot be operated on rigid timetables, and confliction between services would be irregular. Again, the conclusion must be that while it is not impossible to mix standard railway operation with rapid transit services, it could not be a good operation.

New Sea-Land Terminal Opened

"Revival of what is considered a defunct segment of the steamship trade —intercoastal shipping," was predicted at the Aug. 15 opening by the Port of New York Authority of a new Sea-Land Service terminal at Port Elizabeth, N. J.

The new facility will serve as the eastern land-sea transfer point for an intercoastal trailer-ship service which Sea-Land will inaugurate with a westbound voyage leaving Port Elizabeth Sept. 8, and arriving Long Beach (Los Angeles), Calif., Sept. 22 and Oakland Sept. 24. First eastbound trip will leave Long Beach Sept. 23 and Oakland Sept. 26, arriving Port Elizabeth Oct. 13 after an en route call at San Juan, P. R.

Thereafter, sailings with two vessels, will be on an 18-day basis until early 1963, when addition to the Sea-Land fleet of two more vessels now under construction will permit departures from both coasts at nine-day intervals. Each of the 630-ft ships will carry 474 35-ft trailers, loaded and unloaded at ports by two gantry cranes traveling on rails laid on the decks.

The service is designed for both truckload and LTL freight on a door-to-door, pick-up and delivery basis between New Jersey and California, and on a port-to-port basis between California and Puerto Rico. PU&D service in New York-New Jersey and California port areas will be performed with Sea-Land's own equipment and personnel; beyond those areas by cooperating motor carriers.

Rates on some commodities are reported to be about one-third below comparable rail rates.

For its new service, Sea-Land has in use or on order some 3,300 new 35-ft, 2,100-cu-ft closed and open-top trailers. This brings the company's overall trucking fleet to more than 8,000 units, including trailers now used in Atlantic coastwise and Puerto Rican service.

Senate Calls Rail Witnesses

Senate Commerce Committee hearings on bills (S.3242 and S.3243) to implement President Kennedy's transportation message will be resumed Aug. 22, when railroad witnesses will be heard. Chairman Warren G. Magnuson said the committee hopes to conclude the testimony from railroad witnesses the following day. Additional hearings will then be scheduled to hear other modes of transportation, shippers, labor groups and other interested parties.

The Senate hearings had been recessed to permit the printing of the testimony of government witnesses.

Meanwhile, the House Committee on Interstate and Foreign Commerce on Aug. 10 recessed its hearings on similar bills after the water carriers' opposition presentation had been completed.

There are two House bills before the committee—H.R. 11583 and H.R. 11584. The former would end ICC and Civil Aeronautics Board powers over minimum rates for railroad, truck, and air transportation of commodities in bulk, the water transportation of which is now exempt from all regulation, and for railroad, water and air transportation of agricultural and fishery products, the truck transportation of which is now free of regulation under the Interstate Commerce Act's so-called agricultural exemptions. H.R. 11584 would implement various other Presidential recommendations (RA, May 7, p. 21).

The water carriers' opposition case was closed with statements from American Waterways Operators, Inc. AWO President Braxton B. Carr challenged the railroads' contention that they need freedom from rate regulation to compete for bulk commodities. He had figures which he interpreted as showing that the railroads already "dominate" as carriers of bulk commodities.

Another AWO witness was A. Alvis Layne, Washington attorney, who said water carriers would not be protected by the proposed application of anti-trust laws to prevent destructive competition. Mr. Layne argued that there is nothing in the anti-trust laws to "preclude the elimination of existing commercial water carriers as a result of railroad reductions in rates—the command of the Sherman Act is to compete even if competition means destruction."

32 Railroads Fail to Earn Fixed Charges in First Half

Class I railroad earnings in this year's first half climbed substantially above the catastrophic levels of first-half 1961. But compared with any moderately prosperous year, profits remained dangerously on the low side. Thirty-two roads failed even to earn their fixed charges.

The AAR officially estimates 1962's first-half net income at $171 million—above the $62 million recorded in the 1961 half but sharply below the $238 million earned in the 1960 period.

This year's second quarter earnings amounted to $105 million—making it, except for the second quarter of 1961, "the worst we've had in a long time," according to an AAR spokesman. He predicted that earnings for the second half of this year will lag behind those of the last six months of 1961.

Railroads in the Eastern District had an estimated net income of $20 million in the first half of this year, compared with a deficit of $73 million in the comparable 1961 period. Their operating revenues increased 9.6%, while operating expenses rose 3%.

Southern Region roads earned an estimated $38 million in 1962's first half, against income of $29 million in the first six months of 1961. Their revenues increased 6.7%, expenses 4.4%.

In the Western District, net income of $113 million in this year's first half compared with $106 million in 1961. Revenues were up 3.7% and expenses increased 3.3%.

Job Pact Drawn Up In Canada

A long and bitter wage and job-security dispute involving Canadian railroads and some 110,000 non-operating employees has been amicably settled. The settlement came out of the unanimous recommendations of a three-man Conciliation Board—the first time such a board has ever reached complete agreement on a non-op contract dispute.

The settlement—still subject to ratification by rank-and-file workers—calls for:

- Creation of a compensation fund for displaced employees.
- An 8-cents-an-hour wage increase spread out over a period of two years.

The compensation fund represents a new approach to the job-security issue. It will be built up out of contributions by the railroads of one cent an hour for each hour worked, effective Jan. 1, 1963, and will provide about $2,500,000 a year.

Joint labor-management committees on each of the seven railroads involved will determine how the fund is to be administered and how the money is to be disbursed.

While details of the plan are still to be worked out, it reportedly contemplates that the fund will provide severance pay for senior-service employees, supplementary unemployment benefits for workers temporarily laid off, and for retraining and reassignment of other employees.

The agreement provides for compulsory arbitration—by a single arbitrator or by a panel of three abitrators—if the joint committees fail to agree on the disposition of the funds.

The agreement also calls for discussion by joint committees of changes in the apprentice programs and consolidation of seniority groupings in agreements with individual unions.

The unions originally demanded a job-security program which management claimed would have amounted to a "job freeze" at 1961 employment levels. At the time, Canadian Pacific called the demand "nothing short of fantastic."

The original wage demand was for 22 cents an hour above the current average of $1.92. The 8-cents-an-hour pay boost provided in the settlement calls for a 1% increase retroactive to March 1, 1962, an additional 1% effective Oct. 1, two cents effective Jan. 1, 1963, and two cents July 1, 1963. The increase will add approximately $20,000,000 a year to railroad payrolls.

The Conciliation Board that made labor history with its unanimous report was composed of Justice Craig Monroe, of the Supreme Court of British Columbia, who served as chairman; Gordon Cooper, a lawyer who represented the carriers; and David Lewis, the union representative.

SP Gets New Job-Freeze Demands

Job-freeze demands are the issue in another Southern Pacific case which has gone to an emergency board. The dispute involves demands of the Brotherhood of Railroad Clerks, and President Kennedy issued an August 10 order creating an emergency board to investigate it.

The demand are like those on which the Order of Railroad Telegraphers and SP reached an agreement last year on the basis of recommendations made by an emergency board. That settlement marked a breakthrough for extension of job protection to employees adversely affected by technological and organizational changes (RA, Nov. 6, 1961, p. 9)

In the still-unsettled North Western case, ORT failed to convince another emergency board to accept the job-freeze phase of the settlement with SP as a precedent. That board, however, did propose extension of the Washington Agreement's employee-protection plan to the North Western telegraphers. (RA. June 25, p.71).

Unions Ask Congress To Probe RR Safety

"Full-scale" Congressional investigations of "the dangerous operating condition which has developed on many railroads as a result of improper safety practices and the grave undermaintenance situation which presently exists" have been called for by the Railway Labor Executives' Association. It proposes that the investigations be conducted by the Senate Commerce Committee and the House Committee on Interstate and Foreign Commerce and that their scope be such as to cover "present practices and policies of the Interstate Commerce Commission in the field of safety."

The proposal is one of three major recommendations which came out of RLEA's latest meeting, held recently in Washington. The other two call for "immediate enactment" by Congress of pending bills to halt railroad mergers and to give the ICC power to prescribe rules for the inspection and maintenance of track, bridges and roadbeds.

The merger-moratorium bills include S.3097, sponsored by Senator Kefauver (D. Tenn.) and H.R. 11841, sponsored by several representatives. They would amend Section 7 of the Clayton Act to suspend until Dec. 31, 1963, the anti-trust immunity now accorded big mergers approved by the ICC.

RLEA tied its call for a merger

freeze to safety by asserting that railroads as large as the Pennsylvania and New York Central would become "even more unmanageable and less safe through merger." The RLEA statement had previously charged that recent PRR accidents were due to "deferred and inadequate maintenance." Accidents mentioned specifically included the July 28 derailment of a PRR "baseball special" near Harrisburg, Pa., where 19 persons were killed and 100 injured. Undermaintenance in this case has been denied by PRR Vice-President James P. Newell, who says that the improper alinement of the track was due to a maintenance gang's failure to apply the required number of rail anchors.

The track and bridge inspection bills which RLEA wants enacted are S.1669 and H.R.1220. "The need for such legislation is clearly demonstrated by the causes of recent wrecks," RLEA said, adding: "All such safety legislation should provide fines or penalties on the carriers for violations to such an extent that the carriers cannot afford to ignore the provisions, and should require the ICC to impose such penalty in each and every instance and for each day the violation exists." With further reference to the ICC, the RLEA statement had this to say:

"Although railroad labor has constantly reminded the ICC of the unsafe conditions and deferred maintenance existing on many railroads, the Commission has failed and refused to undertake formal and extensive investigations of the various unsafe practices of the rail carriers and to ask Congress to enact remedial legislation. Instead of showing proper concern about the rising accident rate, the Commission right now is proposing by administrative action to virtually wipe out all of the protective safety requirements which Congress sought to provide when it adopted the Railroad Signal Inspection Act."

Presumably, the latter is a reference to the pending case wherein the Commission is proposing to update its signaling rules in the light of technical developments since 1950, when the present rules went into effect. The Signal Inspection Act, provisions of which are now in Section 25 of the Interstate Commerce Act, gives the Commission the type of rule-making power in the signaling field which RLEA now wants extended to tracks, bridges and roadbeds.

The Association's statement closed with a request that President Kennedy "take whatever administrative actions are possible to insure more adequate concern for safety standards and enforcement" by the ICC.

USDA Aide Lists 8 Transport Queries

Nine transportation questions "on which answers are needed" were posed to the 34th annual meeting of the American Institute of Cooperation at Columbus, Ohio, by W. C. Crow, director of the U. S. Department of Agriculture's Transportation and Facilities Research Division.

Granting, said Mr. Crow, "that our transportation system is the best one yet devised, its efficiency can be greatly improved, and [it] has not been sufficiently responsive to changing conditions." His eight questions were an interrogatory listing of "examples of what should be done," but on which "we need a carefully thought out approach and unbiased seeking of facts." The questions were:

- What are the possibilities of improving efficiency though coordinating various forms of transportation?
- Can transport costs be reduced through use of pallet box containers, unitized loading, heavier loading or bulk transport?
- Can equipment performance be improved, or is different equipment needed? If so, what?
- What can be accomplished by changing established methods of rail, truck and water operation?
- Why has there been such rapid growth in "exempt" and private transport?
- What transport changes are made necessary by changes in marketing?
- Can shippers, legislators, or even carriers be sure they are taking the proper stand on regulatory problems?
- Since farmers and carriers have an equal interest in improving transportation efficiency, why don't they work together toward that end?

Another institute speaker—M. L. Keith, manager, traffic services, Landmark Farm Bureau Cooperatives, Columbus—stressed the need for prompt changes in transportation patterns to fit new concepts of farm operation. "We," he said by way of illustration, "are merchandising a liquid nitrogen fertilizer that requires a combination of rail and truck service. Its final destination is the corn field. The farmer never touches it. This requires a new and different combination of transportation services than we use to handle bagged fertilizer."

To handle these "more complicated" transportation problems, Mr. Keith advised the agricultural traffic manager to "work in close coordination with other functions of his organization, such as sales, production and purchasing," and "to look beyond just transportation to the entire distribution effort."

Like Mr. Crow, he pointed out that "there are serious problems in our transportation system" and that "we are at a crossroad in the field of regulation. Do we travel the road to less regulation or take the road to more?"

Robley Winfrey, chief of the Economic Research Division, Bureau of Public Roads, outlined the effect on agricultural transport of the interstate highway system now under construction. Barring brief reference to the possible significance of piggyback, his remarks held little comfort for the railroad industry.

The new highways, he said, will make possible faster, more economical and more reliable truck transport, and will encourage increased population growth and industrial activity in off-rail locations.

ASTM Schedules Railroad Symposium

Five papers dealing with railroad equipment and track will be presented Oct. 5 at the Statler-Hilton Hotel, Los Angeles. This railroad symposium will be part of the American Society for Testing and Materials' annual meeting, Sept. 30-Oct. 5.

Papers to be presented are: Automated Systems to Facilitate Cleaning and Shopping of Diesel engines and Other Related Equipment, by F. H. Stengele and E. Lenzin, Southern Pacific; Research and Rail Inspection, by Ray McBrian, Denver & Rio Grande Western; Field Testing Experience with Freight-Car Journal Lubricators, by M. A. Pinney, Pennsylvania; Lube Oil Oxidation Stability Test, by R. H. Wright, New York Central; and Functions and Design of a Research and Control Facility for Railroad Diesel Locomotives, by E. R. Thomas, Southern Pacific.

Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

Second Quarter and Six Months' Figures of Calendar Year 1962

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1962	1961	Operating Expenses: Maint. Way and Structures: Total 1962	Total 1961	Deprec. and Retirements	Maint. Equipment: Total 1962	Total 1961	Deprec. and Retirements	Traffic	Transportation	Total 1962	Total 1961	Operating ratio 1962	1961	Net from railway operation	Railway tax accruals	Net Railway operating income 1962	1961
Akron, Canton & Youngstown	3 mos.	171	1,450	....	1,497	1,113	132	146	23	256	228	47	119	485	1,209	1,113	80.8	78.7	288	154	38	84
	6 mos.	171	2,996	....	3,082	2,627	325	295	38	486	454	91	242	939	2,376	2,182	77.1	83.1	707	386	152	97
Alabama, Tennessee & Northern	3 mos.	214	641	....	647	659	135	147	21	42	25	17	14	227	433	455	66.9	70.6	214	52	1	6
	6 mos.	214	1,305	....	1,323	1,311	270	293	41	69	77	34	27	453	847	912	64.1	69.6	475	110	37	10
Atchison, Topeka & Santa Fe	3 mos.	12,970	130,056	11,515	156,958	154,899	21,509	20,595	2,367	32,209	29,201	7,555	4,685	56,357	123,032	116,800	78.4	75.5	33,926	21,301	10,626	12,818
	6 mos.	12,961	251,946	19,546	301,260	294,605	38,957	37,595	4,670	65,358	58,962	15,925	8,992	109,945	239,262	227,533	79.4	77.2	61,998	39,491	18,567	21,145
Atlanta & St. Andrews Bay	3 mos.	81	833	....	857	915	115	84	11	92	80	24	22	221	510	485	59.5	53.0	347	153	83	117
	6 mos.	81	1,799	....	1,842	1,793	254	177	22	182	165	43	44	458	1,057	978	57.9	54.5	775	340	193	218
Atlanta & West Point	3 mos.	93	644	59	839	884	117	132	25	156	145	43	58	363	754	740	90.9	83.8	75	50	—72	10
	6 mos.	93	1,345	113	1,717	1,742	222	197	50	288	287	86	115	737	1,193	1,468	86.9	84.2	224	100	—75	6
Western Ry. of Alabama	3 mos.	133	817	55	958	981	150	139	35	181	170	58	64	415	875	845	90.4	86.1	93	75	—17	42
	6 mos.	133	1,694	105	1,992	1,944	277	255	67	353	331	116	128	843	1,731	1,663	86.9	85.5	261	179	2	96
Atlantic Coast Line	3 mos.	5,551	37,789	3,427	44,378	40,132	5,184	4,461	626	8,101	7,362	2,142	1,781	16,904	34,241	31,941	77.2	79.6	10,137	4,950	2,727	2,318
	6 mos.	5,553	73,718	7,971	88,549	82,861	10,310	9,435	1,360	16,056	14,945	4,184	3,498	33,528	68,073	65,016	76.9	78.5	20,476	10,050	5,782	5,121
Baltimore & Ohio	3 mos.	5,874	85,459	3,845	95,789	86,170	12,054	11,624	1,499	17,024	16,314	2,655	2,536	37,550	73,963	75,308	76.4	87.4	22,826	6,674	5,765	—4,234
	6 mos.	5,874	162,867	7,002	184,358	163,409	21,144	21,571	2,972	34,743	31,505	5,399	4,947	76,028	146,428	146,624	79.4	89.7	37,930	13,585	4,606	—12,945
Staten Island Rapid Transit	3 mos.	29	528	303	853	816	136	180	38	97	119	....	7	457	790	853	92.5	104.6	64	160	—169	—265
	6 mos.	29	1,071	599	1,715	1,606	300	350	88	197	255	3	14	986	1,595	1,733	93.1	107.9	119	318	—343	—594
Bangor & Aroostook	3 mos.	594	3,643	63	3,832	3,562	856	754	62	910	907	326	78	1,121	3,171	3,039	82.8	85.3	661	584	350	443
	6 mos.	594	7,349	116	7,715	7,935	1,760	1,729	124	1,813	1,772	647	153	2,279	6,446	6,529	83.6	82.3	1,269	1,004	664	976
Bessemer & Lake Erie	3 mos.	203	4,285	....	4,441	3,559	810	495	102	2,189	1,276	312	141	1,278	4,579	3,431	103.1	96.7	—138	921	382	647
	6 mos.	203	8,339	....	8,691	5,999	1,465	895	205	4,382	3,056	620	259	2,421	9,159	7,164	105.4	119.4	—468	1,788	758	398
Boston & Maine	3 mos.	1,544	14,464	1,134	16,663	17,297	1,617	1,579	402	2,331	2,354	704	382	7,237	12,397	12,629	74.4	73.0	4,266	1,266	1,381	1,418
	6 mos.	1,548	28,140	2,351	32,717	33,595	3,438	3,514	808	4,475	4,744	1,398	779	14,630	24,946	25,929	76.2	77.2	7,772	2,496	1,765	805
CPR Lines in Maine	3 mos.	234	1,415	88	1,589	1,516	300	254	61	212	204	54	44	417	1,077	1,097	68.1	65.1	503	90	221	230
	6 mos.	234	3,688	189	4,095	4,979	574	555	121	578	630	109	87	970	2,424	2,534	69.5	50.9	1,581	188	930	1,708
Carolina & Northwestern	3 mos.	284	894	....	916	781	124	133	23	97	98	63	16	237	512	519	56.0	65.5	403	85	171	84
	6 mos.	284	1,701	....	1,749	1,499	225	236	45	196	194	127	33	473	1,003	992	57.3	66.2	748	148	286	153
Central of Georgia	3 mos.	1,747	10,319	325	11,266	10,629	1,912	1,502	145	1,973	1,745	593	527	4,485	9,466	8,910	84.0	84.1	1,803	839	786	658
	6 mos.	1,747	20,452	720	22,399	20,804	3,866	3,016	332	3,952	3,489	1,202	1,055	9,144	19,207	17,741	85.8	85.3	3,192	1,657	1,239	1,074
Central RR Co. of New Jersey	3 mos.	584	10,253	1,435	13,111	12,651	1,521	1,393	288	2,318	2,048	434	217	6,318	11,049	10,693	84.3	83.8	2,052	1,443	—402	—666
	6 mos.	588	20,405	2,837	26,034	24,515	2,905	2,878	576	4,548	4,118	925	429	12,888	22,071	21,694	84.8	88.5	3,953	2,837	—1,053	—2,856
Central Vermont	3 mos.	375	2,194	126	2,492	2,320	669	635	52	350	312	25	64	1,029	2,195	2,142	88.1	92.3	297	170	—227	—316
	6 mos.	375	4,412	247	5,024	4,575	1,125	1,091	105	689	649	53	122	1,999	4,097	4,042	81.6	88.4	927	331	—55	—123
Chesapeake & Ohio	3 mos.	5,145	83,834	1,631	99,186	76,982	10,800	9,500	1,478	17,921	16,033	5,991	2,447	33,828	69,935	64,557	77.5	83.9	20,201	10,992	11,573	8,105
	6 mos.	5,145	158,541	2,815	169,372	145,953	20,500	17,500	2,983	34,670	31,279	11,870	4,878	66,341	136,143	125,132	80.4	85.7	33,229	17,868	20,217	14,565
Chicago & Eastern Illinois	3 mos.	862	7,304	476	8,532	8,340	1,184	956	92	1,685	1,280	509	336	3,405	7,214	6,470	84.6	77.6	1,317	658	—125	562
	6 mos.	862	14,244	879	16,677	16,235	2,148	1,886	184	3,121	2,804	1,017	670	6,940	14,049	13,311	81.2	82.0	2,628	1,165	42	334
Chicago & Illinois Midland	3 mos.	121	2,323	....	2,356	2,041	180	216	33	491	391	89	91	516	1,420	1,345	60.3	65.9	937	508	334	245
	6 mos.	121	4,266	....	4,335	3,916	299	320	54	943	785	159	181	1,011	2,722	2,557	62.8	65.3	1,613	887	583	597
Chicago & North Western	3 mos.	10,488	49,038	3,789	55,513	55,301	9,724	8,837	1,168	8,851	8,581	3,510	1,867	22,464	45,935	43,893	82.7	79.4	9,578	4,339	1,456	4,042
	6 mos.	10,565	93,739	7,705	106,986	103,773	17,563	16,637	2,378	18,506	17,907	6,955	3,703	45,441	91,318	88,370	85.4	85.2	15,668	8,604	—819	1,277
Chicago, Burlington & Quincy	3 mos.	8,565	53,278	5,504	65,769	63,400	8,929	8,671	1,278	12,818	11,041	3,205	2,024	25,350	52,178	49,996	79.3	78.8	13,590	7,581	4,583	4,924
	6 mos.	8,569	104,656	10,332	128,544	123,029	16,672	16,098	2,483	24,831	21,718	6,576	3,953	50,655	101,814	97,778	79.2	79.5	25,739	15,499	8,351	8,693
Chicago Great Western	3 mos.	1,459	7,396	16	7,930	7,743	1,189	1,070	147	1,367	1,334	386	368	2,893	6,035	5,934	76.7	77.3	1,845	756	295	397
	6 mos.	1,459	14,454	40	15,583	15,003	2,057	1,963	277	2,635	2,570	769	734	5,843	11,792	11,563	75.7	77.1	3,791	1,585	620	738
Chic., Milw., St. Paul & Pacific	3 mos.	10,556	45,373	3,192	54,889	53,679	8,772	7,639	1,300	9,264	8,973	2,843	1,665	22,055	45,650	43,956	83.2	81.9	9,229	4,830	1,147	1,875
	6 mos.	10,557	88,885	5,963	106,934	104,595	16,455	14,983	2,653	18,185	18,178	5,632	3,254	44,480	89,974	87,307	81.1	83.4	16,959	9,772	1,076	2,147
Chicago, Rock Island & Pacific	3 mos.	7,842	42,795	4,018	52,209	53,941	6,947	7,015	786	9,043	8,697	2,021	1,602	21,227	41,808	41,433	80.1	76.8	10,401	3,916	2,031	2,561
	6 mos.	7,842	84,085	8,001	102,652	104,049	12,896	12,559	1,572	17,828	17,135	4,044	3,165	42,126	81,892	80,745	79.8	77.6	20,760	8,331	3,809	4,591
Clinchfield	3 mos.	306	5,324	....	5,350	5,080	524	557	65	934	845	392	211	1,426	3,339	3,124	61.7	61.5	2,059	608	1,671	1,582
	6 mos.	306	10,509	....	10,566	10,055	1,103	1,082	134	1,781	1,709	564	422	2,804	6,518	6,225	61.7	61.9	4,043	1,215	3,283	3,163
Colorado & Southern	3 mos.	712	3,160	209	3,860	4,003	484	524	53	739	761	259	102	1,671	3,235	3,329	83.8	83.2	625	289	364	192
	6 mos.	712	6,217	364	7,562	7,375	937	1,012	91	1,510	1,443	518	202	3,250	6,383	6,439	84.4	87.3	1,179	694	577	274
Ft. Worth & Denver	3 mos.	1,037	4,119	411	5,215	6,241	749	744	97	749	861	128	209	2,452	4,531	4,750	86.9	76.1	684	162	—82	294
	6 mos.	1,037	8,518	752	10,665	12,007	1,486	1,387	191	1,451	1,688	247	418	5,068	9,154	9,359	85.8	77.9	1,511	253	—216	350
Colorado & Wyoming	3 mos.	39	533	....	1,028	1,108	55	57	6	94	97	37	6	362	552	551	53.7	49.7	477	287	176	214
	6 mos.	39	1,260	....	2,340	1,794	113	104	12	193	190	75	12	776	1,164	1,030	49.8	57.4	1,175	691	447	274
Delaware & Hudson	3 mos.	763	9,994	268	10,537	10,081	1,016	1,057	199	2,184	1,992	585	327	3,920	8,177	7,989	77.6	79.2	2,360	1,753	714	629
	6 mos.	763	20,231	607	21,374	20,662	2,016	2,197	394	4,428	4,076	1,173	644	7,999	16,538	16,462	77.4	79.7	4,836	3,500	1,436	1,132
Denver & Rio Grande Western	3 mos.	2,128	16,997	693	18,270	18,918	1,968	2,319	294	2,841	2,942	943	706	6,078	12,554	12,921	68.7	68.3	5,716	3,477	2,326	2,449
	6 mos.	2,128	34,412	1,360	36,960	36,120	3,721	3,870	596	5,740	5,754	1,823	1,445	12,337	25,304	24,532	68.5	67.9	11,657	7,059	4,863	4,841
Detroit & Toledo Shore Line	3 mos.	50	1,458	....	1,579	1,457	194	137	11	217	187	73	55	570	1,087	1,008	68.8	69.2	492	197	94	68
	6 mos.	50	3,270	....	3,516	3,092	404	285	22	507	386	145	114	1,212	2,337	2,083	66.5	67.4	1,179	481	234	175
Detroit, Toledo & Ironton	3 mos.	465	4,726	....	4,918	4,518	623	716	71	1,122	974	479	183	1,489	3,720	3,587	75.6	79.4	1,198	347	875	739
	6 mos.	465	19,103	....	10,506	8,517	1,301	1,231	146	2,281	2,003	954	366	3,054	7,604	7,004	72.4	82.2	2,903	719	2,108	1,159
Duluth, Missabe & Iron Range	3 mos.	533	9,625	....	11,067	8,396	1,995	1,369	692	1,585	1,578	611	40	2,928	7,385	6,556	66.4	78.0	3,711	921	2,831	1,076
	6 mos.	533	10,555	....	12,017	9,341	3,197	2,563	914	3,448	3,174	1,222	79	4,453	12,663	11,947	105.1	127.9	—616	1,260	—1,901	—3,893
Duluth, Winnipeg & Pacific	3 mos.	174	1,407	....	1,408	1,256	314	390	31	132	151	3	25	495	1,000	1,036	71.9	82.5	408	132	15	—157
	6 mos.	174	2,723	....	2,724	2,249	539	509	48	268	339	6	49	981	1,904	2,023	69.9	76.4	820	261	35	—127

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

Second Quarter and Six Months' Figures of Calendar Year 1962

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1962	1961	Operating Expenses: Maint. Way and Structures: Total 1962	1961	Deprec. and Retirements	Maint. Equipment: Total 1962	1961	Deprec. and Retirements	Traffic	Transportation	Total 1962	1961	Operating ratio: 1962	1961	Net from railway operation	Railway tax accruals	Net Railway operating income: 1962	1961
Elgin, Joliet & Eastern	3 mos.	205	8,177	....	10,881	10,715	1,039	844	92	2,456	1,767	356	147	4,101	8,826	7,682	81.1	71.7	2,055	1,550	414	935
	6 mos.	205	17,426	....	23,517	19,821	1,954	1,706	175	5,441	3,502	729	295	9,027	18,830	15,275	80.1	77.1	4,687	3,068	797	1,189
Erie-Lackawanna	3 mos.	3,045	44,245	3,825	53,933	52,205	5,361	5,403	1,204	9,560	10,017	2,109	1,442	27,267	46,543	47,351	86.3	90.7	7,389	5,055	—1,498	—4,196
	6 mos.	3,045	87,940	7,633	107,089	102,279	10,433	11,600	2,379	19,627	20,052	4,625	2,890	55,053	93,880	96,275	87.7	94.1	13,208	10,103	—4,589	—12,357
Florida East Coast	3 mos.	572	5,638	1,031	7,465	7,278	899	834	121	1,243	1,272	347	207	3,061	5,978	5,949	80.1	81.7	1,487	832	51	—114
	6 mos.	572	12,040	2,623	16,354	15,915	1,973	1,829	252	2,743	2,791	693	423	6,631	12,965	12,670	79.3	79.6	3,389	1,715	357	192
Georgia Railroad	3 mos.	321	1,665	45	1,971	1,802	282	254	25	357	324	97	121	885	1,758	1,649	89.2	91.5	213	121	2	42
	6 mos.	321	3,331	90	3,918	3,524	532	492	52	691	649	198	242	1,754	3,444	3,286	87.9	93.3	474	244	108	—8
Georgia & Florida	3 mos.	321	847	....	863	902	204	267	10	143	158	30	60	315	777	872	90.0	96.6	87	61	—79	—113
	6 mos.	321	1,705	....	1,737	1,743	431	492	21	308	290	60	124	627	1,607	1,623	92.5	93.1	129	125	—193	—149
Grand Trunk Western	3 mos.	946	12,317	601	13,909	12,258	1,873	1,866	172	2,230	2,207	222	322	6,362	11,512	11,247	82.8	91.8	2,397	1,169	—188	—1,437
	6 mos.	946	24,252	1,117	27,381	23,664	3,695	3,685	349	4,482	4,386	454	622	12,714	22,930	22,288	83.7	94.2	4,451	2,334	—685	—3,440
Great Northern	3 mos.	8,273	50,828	3,455	58,928	55,476	10,906	11,220	1,016	11,118	10,859	2,847	1,532	21,494	48,087	48,018	81.6	86.6	10,841	6,534	3,781	1,274
	6 mos.	8,274	94,539	5,271	107,870	106,259	18,168	18,727	1,979	21,125	21,829	5,690	3,905	41,970	90,213	92,466	83.6	87.0	17,657	11,886	5,308	1,168
Green Bay & Western	3 mos.	219	1,002	....	1,041	1,113	134	120	14	186	159	26	87	336	817	797	78.4	71.7	224	110	16	58
	6 mos.	219	1,994	....	2,067	2,191	250	228	29	316	321	53	172	684	1,571	1,556	76.0	71.5	496	247	64	123
Gulf, Mobile & Ohio	3 mos.	2,745	17,436	674	19,492	19,920	2,524	2,388	223	3,775	3,843	896	787	6,677	14,782	14,833	75.8	74.5	4,710	2,261	1,484	1,337
	6 mos.	2,745	34,263	1,372	38,383	38,304	4,773	4,531	455	7,526	7,506	1,798	1,564	13,388	29,215	28,982	76.1	75.7	9,167	4,036	2,813	2,429
Illinois Central	3 mos.	6,466	53,543	5,550	66,146	62,228	9,222	8,790	1,173	12,526	10,759	2,838	1,957	25,963	53,008	49,596	80.1	79.7	13,138	7,667	3,553	3,852
	6 mos.	6,466	106,365	11,093	131,362	121,690	17,684	16,650	2,350	24,819	21,359	5,605	3,878	52,215	105,170	98,231	80.1	80.7	26,192	15,062	6,781	6,847
Illinois Terminal	3 mos.	339	1,993	....	2,297	2,171	241	242	8	361	352	78	116	871	1,750	1,751	76.2	80.7	548	189	95	23
	6 mos.	337	3,789	....	4,364	4,102	483	485	16	710	727	157	238	1,766	3,514	3,546	80.5	86.4	850	261	105	—93
Kansas City Southern	3 mos.	894	10,113	238	11,563	10,084	847	801	149	1,483	1,340	369	294	3,564	6,579	6,177	56.9	61.3	4,984	2,150	1,751	1,567
	6 mos.	894	20,094	414	22,824	20,391	1,482	1,473	300	2,886	2,605	734	582	7,145	12,849	12,170	56.3	59.7	9,975	4,158	3,554	3,274
Kansas, Oklahoma & Gulf	3 mos.	328	982	....	983	1,321	84	156	24	93	99	36	93	302	654	759	66.5	57.5	329	147	82	180
	6 mos.	328	2,011	....	2,018	2,585	177	265	46	212	212	73	187	621	1,363	1,476	67.5	57.1	656	299	137	337
Lake Superior & Ishpeming	3 mos.	160	1,230	....	1,480	1,268	202	164	36	226	229	109	6	331	807	727	54.5	57.3	673	127	582	566
	6 mos.	160	1,426	....	1,718	1,461	368	286	73	453	413	218	13	484	1,421	1,238	82.7	84.8	297	250	102	149
Lehigh & Hudson River	3 mos.	98	930	....	931	811	101	82	8	120	100	25	53	343	660	601	91.9	74.1	271	111	41	24
	6 mos.	98	1,822	....	1,826	1,648	192	169	15	236	201	50	105	692	1,316	1,233	72.0	74.8	511	207	69	10
Lehigh Valley	3 mos.	1,107	10,941	1	11,329	10,999	1,514	1,433	294	2,295	2,140	604	374	5,722	10,511	10,444	88.5	95.0	818	1,2[illegible]	—[illegible]55	—1,717
	6 mos.	1,108	22,603	2	23,412	21,687	2,943	3,041	585	4,511	4,173	1,207	747	11,703	21,144	21,402	90.3	98.7	2,268	2,482	—1,[illegible]13	—4,215
Long Island	3 mos.	340	2,744	14,982	18,243	17,399	2,438	2,361	293	3,381	3,217	501	195	9,072	16,007	15,480	87.7	89.0	2,236	[illegible]52	831	172
	6 mos.	342	5,272	29,342	35,665	34,683	4,721	5,045	578	6,769	6,839	1,003	314	18,331	31,832	31,772	89.3	91.6	3,833	1,913	1,119	—612
Louisiana & Arkansas	3 mos.	746	5,639	135	6,071	5,674	619	547	60	823	825	297	240	1,957	3,877	3,862	63.9	68.1	2,194	1,101	[illegible]79	493
	6 mos.	746	11,109	256	11,991	11,219	1,061	1,000	118	1,592	1,674	593	477	3,951	7,539	7,625	62.9	68.0	4,453	2,200	1,190	1,011
Louisville & Nashville	3 mos.	5,656	53,507	2,037	59,605	56,477	8,301	5,997	1,598	11,922	9,738	3,963	1,676	23,174	48,299	42,898	81.0	76.0	11,305	6,487	4,574	5,030
	6 mos.	5,656	106,063	3,792	118,047	109,855	15,268	12,667	3,197	22,548	20,394	7,911	3,297	46,354	93,888	87,395	79.5	79.6	24,159	14,215	9,856	8,280
Maine Central	3 mos.	936	5,480	3	5,796	5,798	1,051	995	84	1,118	1,074	249	83	1,999	4,599	4,641	79.3	80.1	1,197	575	375	321
	6 mos.	936	11,138	3	11,773	12,225	2,060	2,045	164	2,266	2,323	499	177	4,163	9,358	9,677	79.5	79.2	2,416	1,132	751	772
Minn., Northfield & Southern	3 mos.	77	869	....	921	870	80	127	8	119	106	38	113	241	647	694	70.2	79.8	275	174	78	43
	6 mos.	77	1,618	....	1,726	1,700	153	185	17	236	218	77	217	481	1,271	1,314	73.6	77.3	455	302	123	105
Missouri-Illinois	3 mos.	324	1,429	....	1,441	1,314	117	98	15	380	261	120	44	402	991	831	68.8	63.2	450	346	194	198
	6 mos.	324	2,650	....	2,684	2,479	243	257	29	640	538	239	86	788	1,847	1,715	68.8	69.2	837	649	370	310
M-K-T Lines	3 mos.	2,885	11,621	177	12,897	14,761	1,489	1,743	253	2,374	2,779	777	505	4,851	9,854	11,081	76.4	75.1	3,043	1,019	259	685
	6 mos.	2,885	23,533	369	26,159	28,326	3,018	3,268	529	4,628	5,125	1,560	1,096	9,940	19,856	21,154	75.9	74.7	6,303	2,031	915	1,457
Missouri Pacific	3 mos.	9,374	67,417	2,606	77,547	74,624	10,566	8,738	1,079	13,117	11,592	3,298	1,916	27,827	56,881	53,156	73.4	71.2	20,666	8,013	8,440	8,999
	6 mos.	9,374	130,322	4,832	149,993	144,064	20,000	16,735	2,135	25,997	23,622	6,609	3,815	54,329	111,014	106,115	74.0	73.7	38,979	14,613	15,763	15,734
Monon	3 mos.	541	4,371	75	4,710	4,069	621	573	71	833	858	227	361	1,795	3,938	3,867	83.6	95.0	772	313	142	—332
	6 mos.	541	8,606	151	9,300	8,221	1,130	1,181	134	1,630	1,693	455	714	3,650	7,772	7,856	83.6	95.6	1,528	641	226	—731
Monongahela	3 mos.	176	1,127	....	1,135	1,607	219	234	36	154	145	33	3	354	768	810	67.6	50.4	367	68	—44	423
	6 mos.	176	2,371	....	2,389	3,233	424	443	69	299	288	66	6	750	1,585	1,619	66.4	50.1	804	139	—19	763
New York Central	3 mos.	10,035	122,436	14,981	159,200	151,441	18,947	16,314	3,057	31,121	30,341	6,496	2,934	73,879	135,191	130,720	84.9	86.3	24,010	14,153	2,003	—2,918
	6 mos.	10,035	244,368	29,221	316,392	292,660	35,550	32,753	6,218	61,972	60,894	13,611	5,800	149,181	268,760	263,815	84.9	90.1	47,632	28,347	3,526	—18,453
[illegible]ttsburgh & Lake Erie	3 mos.	220	7,217	70	7,615	6,648	1,200	1,120	207	3,484	2,723	1,005	212	2,654	8,095	7,263	106.3	109.3	—480	1,579	2,036	1,591
	6 mos.	220	14,441	144	15,253	11,981	2,277	2,082	396	7,123	5,466	2,006	425	5,548	16,516	14,493	108.3	121.0	—1,263	3,151	4,132	2,168
New York, Chicago & St. Louis	3 mos.	2,170	31,451	262	33,063	32,131	3,517	3,345	445	5,528	5,351	1,336	1,010	13,873	25,539	24,303	77.2	75.6	7,525	3,071	2,631	3,368
	6 mos.	2,170	63,213	551	66,328	62,338	7,102	6,572	890	10,766	10,491	2,649	1,994	27,357	50,374	47,765	75.9	76.6	15,954	6,841	5,886	5,748
New York, New Haven & Hartford	3 mos.	1,735	17,387	10,119	31,754	31,648	4,238	4,962	802	6,223	6,271	1,553	669	15,726	29,272	30,956	92.2	97.8	2,482	2,222	—2,841	—5,137
	6 mos.	1,735	34,245	20,364	63,252	62,365	8,439	9,620	1,625	12,444	12,623	3,089	1,321	31,795	58,883	62,132	93.1	99.6	4,368	4,397	—6,690	—12,830
New York Connecting	3 mos.	21	841	....	912	1,059	231	222	76	65	43	....	....	243	552	507	60.5	47.9	361	288	33	145
	6 mos.	21	1,850	....	1,982	1,917	411	433	152	103	79	....	....	464	1,003	988	50.6	51.5	979	581	268	161
New York, Sus. & Western	3 mos.	97	775	13	867	906	124	128	18	112	126	18	27	390	742	790	85.5	87.2	125	90	—80	—83
	6 mos.	97	1,637	28	1,810	1,855	245	241	34	239	263	38	54	803	1,515	1,609	83.7	86.8	295	177	—118	—191
Norfolk & Western	3 mos.	2,746	63,315	570	66,355	58,832	6,171	5,703	940	10,086	9,339	4,758	1,259	16,335	35,936	34,526	54.2	58.7	30,419	17,398	16,117	14,799
	6 mos.	2,746	123,958	1,072	130,048	114,431	12,094	11,093	2,059	19,766	18,164	9,416	2,452	33,183	71,504	67,785	55.0	59.2	58,544	33,245	31,116	28,010

(Continued on next page)

Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

Second Quarter and Six Months' Figures of Calendar Year 1962

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1962	1961	Operating Expenses: Maint. Way and Structures: Total 1962	Total 1961	Deprec. and Retirements	Maint. Equipment: Total 1962	Total 1961	Deprec. and Retirements	Traffic	Transportation	Total 1962	Total 1961	Operating ratio 1962	1961	Net from railway operation	Railway tax accruals	Net Railway operating income 1962	1961
Norfolk Southern	3 mos.	593	2,432	....	2,462	2,417	457	464	54	399	379	121	156	804	2,025	2,042	82.3	84.5	437	160	180	126
	6 mos.	593	4,583	....	4,652	4,685	886	955	110	759	768	243	308	1,587	3,974	4,073	85.4	89.5	679	317	214	92
Northern Pacific	3 mos.	6,793	36,907	2,384	42,444	41,549	7,182	6,871	995	8,933	7,884	2,589	1,255	17,270	37,494	35,985	88.3	86.6	4,950	4,296	1,784	2,341
	6 mos.	6,795	69,872	3,579	79,464	78,632	12,836	12,245	1,870	17,853	16,100	5,171	2,550	34,570	73,506	70,644	92.5	89.8	5,959	8,549	407	1,413
Northwestern Pacific	3 mos.	328	3,217	3	3,231	3,065	495	490	56	168	204	7	20	825	1,565	1,583	48.4	51.6	1,666	688	429	259
	6 mos.	328	5,855	4	5,886	5,403	1,000	937	114	262	353	15	40	1,583	3,014	3,005	51.2	55.6	2,872	1,125	643	352
Pacific Electric	3 mos.	315	3,582	....	4,024	3,889	563	503	70	127	149	11	62	1,819	2,867	2,623	71.2	67.4	1,157	705	—148	216
	6 mos.	316	6,907	....	7,812	7,366	1,078	981	141	243	289	22	121	3,518	5,548	5,105	71.0	69.3	2,263	1,367	—322	230
Pennsylvania	3 mos.	9,834	165,485	22,785	214,772	200,328	22,186	19,469	4,485	42,323	38,391	8,674	3,290	95,921	175,880	166,259	81.9	83.0	38,892	17,858	2,598	1,073
	6 mos.	9,834	329,789	46,746	428,994	387,929	42,608	39,298	8,984	84,109	76,043	17,519	6,538	192,551	349,794	333,914	81.5	86.1	79,200	34,616	7,273	—12,364
Penn-Reading Seashore Lines	3 mos.	341	1,671	141	1,879	1,667	547	438	81	326	349	76	14	1,312	2,348	2,370	125.0	142.2	—469	208	—1,167	—1,429
	6 mos.	341	3,210	247	3,597	3,158	1,026	904	146	628	702	152	29	2,633	4,614	4,818	128.2	152.6	—1,016	416	—2,381	—3,031
Piedmont & Northern	3 mos.	126	1,364	....	1,395	1,389	150	157	15	108	101	29	103	295	766	778	54.9	56.0	630	315	162	146
	6 mos.	126	2,788	....	2,862	2,752	286	295	32	218	209	58	207	599	1,540	1,535	53.8	55.8	1,322	650	340	287
Pittsburgh & West Virginia	3 mos.	132	1,645	....	1,651	1,510	366	401	71	341	361	118	139	537	1,532	1,622	92.7	107.4	121	129	—45	—303
	6 mos.	132	3,424	....	3,443	2,885	688	702	148	737	742	235	289	1,080	3,070	3,199	89.2	110.9	372	256	67	—649
Quanah, Acme & Pacific	3 mos.	120	737	....	743	827	54	55	5	57	57	1	35	171	348	398	46.8	48.1	395	131	148	269
	6 mos.	120	1,511	....	1,522	1,583	101	113	10	103	101	2	70	335	668	795	43.9	50.2	854	292	327	400
Reading	3 mos.	1,290	21,582	1,422	24,818	24,343	3,576	3,243	601	4,945	5,066	1,232	567	11,450	22,073	21,293	88.9	87.5	2,745	1,931	—188	—183
	6 mos.	1,290	44,322	3,156	51,262	47,386	7,156	6,828	1,196	9,742	10,240	2,344	1,118	22,988	44,036	43,926	85.9	92.7	7,226	3,983	1,294	—4,040
Richmond, Fred. & Potomac	3 mos.	118	4,316	1,228	6,581	5,778	481	443	90	985	874	202	85	2,094	4,073	3,973	61.9	68.8	2,508	1,357	784	392
	6 mos.	118	8,402	2,580	13,029	11,830	964	922	170	1,970	1,766	404	179	4,373	8,355	8,109	64.1	68.6	4,674	2,582	1,325	800
Rutland	3 mos.	391	11	....	36	956	40	218	25	81	166	52	10	18	243	888	666.2	92.9	—205	36	—192	—13
	6 mos.	391	4	....	56	1,954	83	432	50	162	348	105	21	49	445	1,798	798.8	92.1	—389	72	—375	—9
St. Louis-San Francisco	3 mos.	4,544	27,417	477	30,087	29,386	4,607	3,873	597	4,977	4,617	1,845	1,147	11,767	24,467	23,236	81.3	79.1	5,620	2,408	2,489	2,863
	6 mos.	4,544	53,686	988	58,999	56,191	8,293	7,642	1,217	9,992	9,163	3,682	2,256	23,521	47,872	45,599	81.1	81.1	11,126	4,889	5,008	4,913
St. Louis, San Francisco & Tex.	3 mos.	143	1,088	....	1,134	1,524	118	117	13	84	68	4	72	470	787	721	69.4	47.3	347	108	55	290
	6 mos.	143	2,332	....	2,424	2,809	269	282	26	153	137	8	144	956	1,600	1,493	66.0	53.2	824	270	155	414
St. Louis Southwestern	3 mos.	1,554	18,657	1	18,858	16,624	1,639	1,579	227	2,236	1,951	777	579	6,021	11,135	10,196	59.0	61.3	7,723	3,751	3,347	2,705
	6 mos.	1,554	36,833	7	37,224	32,236	3,254	3,186	467	4,385	3,892	1,537	1,134	11,670	21,732	20,158	58.4	62.5	15,491	7,478	6,586	4,975
Savannah & Atlanta	3 mos.	144	1,275	....	1,310	1,188	211	183	6	210	209	59	52	398	909	849	69.3	71.5	402	206	110	108
	6 mos.	144	2,470	....	2,534	2,223	405	368	12	411	414	117	103	761	1,756	1,687	69.3	75.9	777	410	219	167
Seaboard Air Line	3 mos.	4,132	35,522	3,413	42,084	39,112	5,788	5,129	630	7,999	7,649	2,333	1,534	15,213	32,599	31,125	77.5	79.6	9,485	4,538	3,470	3,296
	6 mos.	4,132	70,857	7,231	84,769	78,872	11,686	10,386	1,294	15,684	15,337	4,581	3,037	30,350	64,869	62,391	76.5	79.1	19,900	9,636	7,213	6,590
Soo Line	3 mos.	4,692	17,320	221	18,661	18,657	2,529	2,481	337	3,118	3,220	804	683	7,750	15,105	15,091	80.9	80.9	3,556	1,529	861	1,220
	6 mos.	4,692	32,759	328	35,147	36,544	4,860	4,676	648	6,309	6,654	1,629	1,384	15,485	30,088	30,521	85.6	83.5	5,059	2,980	93	1,505
Southern Railway	3 mos.	6,274	60,568	2,617	68,159	64,600	8,466	8,200	1,069	12,111	11,722	3,217	1,716	21,031	47,314	46,528	69.4	72.0	20,846	9,597	9,169	7,588
	6 mos.	6,274	120,321	4,904	135,176	126,385	16,716	16,303	2,142	24,360	23,135	6,414	3,362	41,974	94,277	92,347	69.7	73.1	40,899	18,691	17,904	13,950
Alabama Great Southern	3 mos.	327	3,183	143	3,762	3,847	703	711	111	908	951	250	132	1,422	3,512	3,547	93.3	92.2	251	269	—64	—55
	6 mos.	327	6,495	262	7,639	7,409	1,394	1,466	225	1,838	1,849	498	261	2,846	7,011	7,094	91.8	95.7	628	519	—55	—535
Cinn., New Orleans & Tex. Pac.	3 mos.	337	8,395	208	9,329	8,431	1,457	1,772	446	2,460	2,468	833	263	2,577	7,365	7,687	78.9	91.2	1,964	848	1,623	446
	6 mos.	337	16,262	395	18,155	16,320	2,872	3,609	902	4,896	4,740	1,654	519	5,241	14,731	15,130	81.1	92.7	3,424	1,626	2,830	537
Georgia Southern & Florida	3 mos.	397	1,737	88	2,086	1,999	399	413	37	211	198	33	58	785	1,619	1,616	77.6	80.8	468	110	—126	—192
	6 mos.	397	3,489	174	4,188	4,048	834	791	72	452	409	66	117	1,532	3,261	3,169	77.9	78.3	926	237	—225	—226
New Orleans & Northeastern	3 mos.	203	2,163	117	2,507	2,588	549	536	73	706	673	316	86	743	2,329	2,315	92.3	89.5	177	250	13	171
	6 mos.	203	4,631	215	5,292	5,216	1,151	1,117	146	1,432	1,354	627	169	1,524	4,760	4,679	90.0	89.7	532	502	289	198
Southern Pacific	3 mos.	11,972	165,956	7,515	183,385	174,037	20,439	19,796	2,194	35,238	35,393	8,629	3,171	67,009	134,317	131,596	73.2	75.6	49,068	25,665	17,970	14,847
	6 mos.	11,994	314,480	13,571	347,901	326,875	39,711	38,598	4,141	68,626	67,666	17,354	6,208	129,396	260,504	252,671	74.9	77.3	87,397	45,544	31,359	26,282
Spokane International	3 mos.	150	832	....	859	905	167	160	16	58	65	28	11	215	492	491	57.3	54.2	367	161	137	137
	6 mos.	150	1,560	....	1,628	1,728	306	299	31	119	131	56	22	434	956	935	58.7	54.1	673	275	266	318
Spokane, Portland & Seattle	3 mos.	936	7,187	269	8,096	7,576	1,308	1,206	158	1,370	1,287	385	106	3,141	6,292	6,069	77.7	80.1	1,805	729	778	497
	6 mos.	936	13,686	447	15,352	14,801	2,470	2,494	335	2,679	2,591	771	218	6,219	12,336	12,158	80.4	82.1	3,016	1,443	1,011	493
Tennessee Central	3 mos.	280	954	6	1,072	972	149	138	19	165	173	61	47	370	791	775	74.1	79.7	278	77	60	12
	6 mos.	280	1,876	6	2,068	1,991	273	272	72	334	365	124	95	731	1,558	1,594	75.3	80.0	510	156	81	8
Texas & Pacific	3 mos.	1,821	14,900	938	17,616	16,773	1,762	1,591	284	2,974	2,723	920	679	7,062	13,513	13,201	76.7	78.7	4,102	1,719	1,220	1,068
	6 mos.	1,821	30,503	1,626	35,711	33,377	3,499	3,164	577	5,793	5,616	1,845	1,385	14,277	27,057	26,665	75.8	79.9	8,654	3,587	2,547	1,731
Texas Mexican	3 mos.	161	657	....	769	815	136	129	20	99	95	39	39	225	567	575	73.8	70.5	201	100	26	55
	6 mos.	161	1,262	....	1,457	1,562	275	277	38	192	202	76	77	442	1,123	1,177	77.1	75.3	334	180	30	62
Toledo, Peoria & Western	3 mos.	239	1,727	....	1,801	631	197	64	21	149	47	39	148	549	1,165	377	64.7	59.7	637	268	150	60
	6 mos.	239	3,352	....	3,516	3,372	370	345	42	291	300	78	300	1,098	2,301	2,189	65.4	64.9	1,214	502	283	262
Union Pacific	3 mos.	9,705	198,778	7,446	126,228	121,180	16,512	13,637	2,073	22,710	22,276	8,030	3,660	44,428	94,088	88,615	74.5	73.1	32,140	20,742	5,831	6,438
	6 mos.	9,705	213,369	12,363	245,147	233,398	30,545	26,606	3,979	45,470	44,335	16,084	6,940	87,047	183,301	173,822	74.8	74.5	61,846	41,785	11,056	10,099
Wabash	3 mos.	2,423	26,063	800	29,602	26,675	2,812	2,504	393	4,076	3,858	1,323	991	13,324	22,678	21,050	76.6	78.9	6,924	1,916	1,946	1,406
	6 mos.	2,423	52,137	1,581	59,179	52,866	5,182	4,792	780	8,035	7,409	2,786	1,985	26,879	45,021	41,495	76.1	78.5	14,157	3,944	4,146	2,807
Ann Arbor	3 mos.	294	1,959	....	1,950	1,901	178	168	20	455	434	127	61	909	1,667	1,634	85.1	85.9	293	152	121	111
	6 mos.	294	3,754	....	3,785	3,662	334	325	40	812	806	255	123	1,834	3,231	3,159	85.3	86.3	555	302	190	177
Western Maryland	3 mos.	852	10,162	....	10,558	10,099	1,781	1,462	162	2,624	2,323	931	378	3,748	9,076	8,320	86.0	82.4	1,482	1,398	1,321	1,534
	6 mos.	852	21,609	....	22,411	19,535	3,455	2,996	341	5,325	4,614	1,863	738	7,814	18,412	16,851	82.2	86.3	4,000	3,188	2,871	2,409
Western Pacific	3 mos.	1,188	12,986	602	13,897	13,237	1,436	1,475	240	2,089	2,082	621	786	4,571	9,819	9,831	70.7	73.7	4,078	2,015	1,758	1,569
	6 mos.	1,188	25,611	1,018	27,232	25,731	2,954	2,928	480	4,173	4,089	1,247	1,543	9,102	19,721	19,447	72.4	75.8	7,510	3,800	3,112	2,732

Gen. C. L. Ruffner
ACL-L&N

Frank G. Schmaltz
B&O

Robert L. Caldwell
B&O

Raymond H. Holter
B&O

Walter K. King
New Haven

Myron M. Christy
WP

PEOPLE IN THE NEWS

ATLANTIC COAST LINE.—Alan L. Creedle appointed sales representative Trailer-Train Service, Richmond, Va.

F. B. Robins and **E. W. Thomas** appointed assistant managers and **R. A. Kent** named assistant to manager, Trailer Train Service, Jacksonville, Fla. Mr. Robins was formerly superintendent and Mr. Thomas was assistant general freight agent, Trailer Train Service.

J. D. Bozard, industrial agent, Atlanta, Ga., appointed general industrial agent there. The Western Carolina division was absorbed into the Charleston division, effective Aug. 16. That part of the Charleston division consisting of the main line between Wilmington, N.C., and Pee Dee, S.C., and the Myrtle Beach branch became part of the Richmond division. The office of superintendent of Augusta, Ga., abolished. **J. W. Flowers** appointed assistant superintendent, Augusta.

J. F. Drennan appointed assistant to general superintendent transportation, Jacksonville.

ATLANTIC COAST LINE-LOUISVILLE & NASHVILLE.—Gen. Clark Louis Ruffner appointed resident vice president, Atlanta, Ga., effective Nov. 15, following his retirement on Oct. 31 after more than 38 years in U.S. Army service.

BALTIMORE & OHIO.—Frank G. Schmaltz appointed manager freight service and **Robert L. Caldwell** named regional manager railroad trailer service, both at Baltimore. Mr. Schmaltz wll represent the sales department in freight train scheduling and other service adjustments required by shippers. Mr. Caldwell will supervise sales for trailer-on-flat-car service, Eastern region.

Benjamin F. Bond, III, named district sales representative, Atlanta, Ga. **Wallace L. Havener** appointed regional sales manager—foreign traffic, New York. **Murray A. Campbell** named sales manager, Pittsburgh, Pa., succeeding **William D. Wilbur,** transferred to Philadelphia, to replace **John W. Hartzell,** retired. **John V. Cook** appointed sales representative, Portland, Ore.

Paul E. Sando, assistant to general supervisor time service, Baltimore, appointed general supervisor of time service, succeeding **Samuel A. Wilson,** retired.

Raymond H. Holter, general freight agent, marketing department, Baltimore, named freight traffic manager—rates—system. Mr. Holter, who will report to **Charles J. Henry, Jr.,** vice president—marketing, succeeds **Melvin L. Mollman,** retired. **Richard B. Bockmiller,** general freight agent—divisions, Baltimore, succeeds Mr. Holter as general freight agent—rates. **Joseph Sima,** assistant general freight agent, Chicago, Ohio, succeeds Mr. Bockmiller. Other promotions in the marketing department at Baltimore include: **William H. Aston,** assistant general freight agent—rates; **Elmer F. Estel,** assistant general freight agent—traffic research bureau; **Walter M. Fogle,** regional rate manager; **James T. Barthol,** assistant to freight traffic manager—rates—systems; **John S. Smith,** assistant to general freight agent—rates; **Henry J. Horn,** assistant general freight agent—rates; **William P. Roberts,** assistant to general freight agent—divisions; and **Desmond H. Daugherty,** chief of tariff bureau.

William P. Collins named regional rate manager, New York, succeeding **Roland E. Poore,** recently appointed manager of sales development, freight sales department, Baltimore.

Robert B. Meade, assistant general superintendent of police, Baltimore, named general superintendent of police, succeeding **Karl F. Wright,** retired after 43 years' service.

Wilbur J. Moneyhun, assistant general claim agent, promoted to general claim agent, Baltimore, succeeding **Paul C. Garrott,** retired.

BOSTON & MAINE.—Harry Blake appointed public relations director, Boston. **George H. Hill,** who has been serving as assistant to president—public relations, becomes associate public relations director.

CANADIAN NATIONAL.—R. A. Gordon, general manager, express department, Montreal, retired. **J. R. Burns,** assistant to vice president of highway services, succeeds Mr. Gordon. **J. C. Sorensen,** general superintendent, express department, Toronto, named assistant general manager of that department, Montreal.

Fred Jones appointed co-ordinator of financial planning and analysis, Prairie region, Winnipeg, Man.

J. R. Gosselin, industrial agent, Quebec, Que., appointed manager, industrial development, St. Lawrence region, Montreal, succeeding **Willard I. Doney,** transferred to Toronto.

CANADIAN PACIFIC.—C. G. Ralph, assistant to local treasurer, Vancouver, B.C., appointed local treasurer, Winnipeg, Man., succeeding **H. G. Bonner,** retired July 31.

G. D. Poaue appointed assistant superintendent, Smiths Falls division, Ottawa, Ont., succeeding **J. G. Dow,** transferred.

CENTRAL VERMONT—CANADIAN NATIONAL.—Horace H. Powers, general attorney, St. Albans, Vt., retired. Mr. Powers will engage in the private practice of law.

CHESAPEAKE & OHIO.—D. J. Pardy, assistant trainmaster, Grand Rapids Terminal, Grand Rapids division, promoted to trainmaster, New Buffalo, Mich., succeeding **C. M. Krieve,** transferred to Grand Rapids. **C. E. Newhouse** succeeds Mr. Pardy.

DEFENSE TRAFFIC MANAGEMENT SERVICE.—James J. Gianfagna, acting director of freight traffic, Washington, D.C., appointed executive officer, Eastern Traffic Region, succeeding **Edward R. Morris,** retired.

KANSAS CITY SOUTHERN.—George J. Simcik and **John C. Walker** named general agents, St. Louis and Tulsa, Okla., respectively.

LOUISVILLE & NASHVILLE.—Robert Hinton, stationer, appointed stationer and supervisor, mailing bureau, Louisville, Ky. **G. R. Liebert** named administrative assistant, stationery department. **W. H. Langley** named staff assistant, mailing bureau.

MILWAUKEE.—Roland W. Spangenberg appointed corporate counsel; **James P. Reedy,** assistant general counsel-law; **Joseph J. Nagle,** general attorney and commerce counsel; **Edwin J. Richardson** and **Frank M. Long,** assistant general solicitors, and **Rodger K. Johnson,** assistant general attorney, all at Chicago.

F. J. Love, assistant trainmaster, Beloit, Wis., appointed trainmaster, LaCrosse division, Madison, Wis. **W. J. Westmark,** assistant trainmaster, Tacoma, Wash., named trainmaster, Coast division there.

J. R. Werner, assistant superintendent, Terre Haute division, Terre Haute, Ind., transferred to the Dubuque & Illinois division, Savanna, Ill., to replace **Paul Bridenstine,** appointed assistant superintendent, Iowa division, Perry, Iowa. **S. F. Philpot,** assistant superintendent, Madison, retired.

MISSOURI PACIFIC.—C. W. Eudy appointed district superintendent stations and claim prevention, Little Rock, Ark. **B. J. Cranford** named trainmaster, Wichita, Kan., to succeed **M. G. Jackson,** appointed assistant superintendent, west side of river, St. Louis. **R. L. Custer** appointed trainmaster, Fort Worth subdivision, Hearne, Tex., replacing **J. R. Hinton,** transferred to Dupo, Ill. **R. V. Falkner** appointed trainmaster, Osawatomie, Kan. **G. C. Smith** named trainmaster, DeQuincy, La., to replace **L. D. Alcorn,** transferred to Newport, Ark. **G. C. Smith,** trainmaster, Beaumont, Tex., succeeds Mr. Alcorn, and in turn is succeeded by **D. W. Schwarz. B. E. Helvey** appointed terminal trainmaster, Alexandria, La.

Harold R. Simmons appointed district sales manager, Salina, Kans., succeeding **Albert L. Webb,** retiring Aug. 31. **David T. Brazzell** appointed district sales manager, Winston-Salem, N.C., succeeding **Clarence S. Chance,** who retires Aug. 31.

Ray V. Hazer, engineer capital expenditures, St. Louis, retired Aug. 1.

Edwin Long and **J. E. Saine** appointed district superintendents stations and claim prevention, Kansas City, Mo. and Houston, Tex., respectively.

NEW HAVEN.—Walter K. King, superintendent of car service, New Haven, Conn., appointed manager of specialized operations, succeeding **Herman M. Silverstein,** retired. Mr. King will have supervision of all freight stations and will oversee the electronic reporting systems by which the road keeps track of its freight cars.

James J. McDonough, assistant auditor of payrolls, promoted to auditor of payrolls, succeeding **Edward F. Sheehan,** retired. **George A. Gill,** accountant, named assistant auditor of payrolls.

NICKEL PLATE.—Arthur J. Hellstrom, assistant general freight agent, New York, retired July 31, after nearly 52 years of service.

Arthur LaPointe, division passenger agent, Chicago, appointed assistant general passenger agent there. **Edward L. O'Malley,** depot passenger agent, Chicago, named district passenger agent there, succeeding **A. L. Williams,** who replaces Mr. LaPointe.

PIEDMONT & NORTHERN.—H. R. Ellis, assistant general freight agent, promoted to general freight agent, Charlotte, N.C., and his former position abolished.

SANTA FE.—J. H. Nail returned to the position of superintendent of communications, Amarillo, Tex., replacing **M. D. Breeden,** acting superintendent of communications (RA, July 9, p. 28).

SEABOARD.—J. L. Huff, commercial agent, Fort Lauderdale, Fla., appointed general agent, Fort Pierce, Fla., succeeding **E. T. Davis,** transferred to the Chattanooga, Tenn., freight traffic offices.

TEXAS & PACIFIC.—Jurisdiction of **G. W. Stone,** assistant superintendent, Red River division, extended to include the Alexandria Terminal.

UNION PACIFIC.—G. N. Wells appointed general traffic agent, Topeka, Kan., succeeding **Richard A. Winn,** who retired July 31.

UNION TERMINAL-ST. JOSEPH BELT. — Grenville W. Carleton, president St. Joseph, Mo., retired July 31.

WESTERN MARYLAND.—Robert B. Wooters appointed assistant vice president—coal development, reporting to the vice president—traffic in that capacity. The coal traffic manager and staff will be associated with Mr. Wooters. He will continue as manager mineral and timber lands and as a vice president of a subsidiary company on a part time basis and in this capacity will report to the president.

WESTERN PACIFIC.—Myron M. Christy, executive assistant to the president, elected executive vice president, effective Sept. 1.

Supply Trade

The **Morton Manufacturing Co.,** Chicago, has announced the appointment of **Marvin W. Wolfe** of the **Wolfe Equipment Co.** as Morton's sales representative in the St. Louis territory.

The district sales office of the **American Car & Foundry division of ACF Industries, Inc.,** which was located in Cleveland, has been moved to Huntington, W.Va. **James P. Gardiner,** product manager for railway car parts, has been named district sales representative for the new offices.

Gerald J. Weihofen has been named manager of sales promotion and market development, **American Car & Foundry division of ACF Industries, Inc. John F. McCarthy** has been appointed manager of product planning of that division.

Matisa Equipment Corp. has been appointed sales and service representative in the railroad field for the **Construction and Mining Division** and the **Welding Products Division** of **Harnischfeger Corp.,** Milwaukee, Wis.

Peter J. Wolf has been appointed assistant general sales manager, **The P. & M. Company, Division of Poor & Company,** effective Sept. 1.

William M. McCombs of Pembroke, Mass., has been named special sales representative for the **Sherwin-Williams Co.** Mr. McCombs will handle railroad, marine and industrial maintenance paints and special finishes in the New England area. He will also represent the company in these fields in sections of Central and South America and in the West Indies.

John J. Lynch has been appointed a field service engineer for **A. M. Byers Co.**, Philadelphia office.

E. C. Blakeman has been named Cleveland district sales manager, Transportation Equipment division, **American Steel Foundries,** succeeding the late **James J. Higgins.** Mr. Blakeman was formerly Cleveland district sales manager, American Car & Foundry division of ACF Industries, Inc.

John L. Bjork has been appointed market analyst, Amsted Research Laboratories, Bensenville, Ill. Mr. Bjork was formerly associated with Stewart-Warner Corp., Chicago in a sales supervision capacity.

L. B. Foster Co. has consolidated all Southeast regional administrative, warehousing and pipe coating and wrapping operations at an expanded 24-acre site near Doraville, Ga. Administrative offices previously were at 795 Peachtree Street, Atlanta, Ga.

Don A. Beckenbaugh has been appointed vice president and general manager, Equipment Division, **Young Spring & Wire Corp.,** Bowling Green, Ohio, succeeding **J. H. Barnett,** resigned. Mr. Beckenbaugh was formerly with the J. I. Case Co., Racine, Wis.

William H. Jess, manager of publications, **Bethlehem Steel Co.,** retired July 31. **Edwin T. Moffett** has been named manager of advertising and **Marshall D. Post** has been appointed manager of press relations.

OBITUARY

Irwin W. MacMullin, 72, who retired in 1956 as district passenger manager, **Pennsylvania,** died Aug. 8 at his home in Collingswood, N.J.

James E. McInnis, 62, assistant general passenger agent, **Nickel Plate,** Cleveland, Ohio, died Aug. 10 in that city.

Carl A. Sunberg, 63, secretary of **Alco Products, Inc.,** died Aug. 10 at University Hospital, New York.

Dividends Declared

CHICAGO, BURLINGTON & QUINCY.—$2, payable Sept. 20 to holders of record Sept. 5.

MAINE CENTRAL.—5% Preferred, $1.25, accum., payable Sept. 1 to holders of record Aug. 17.

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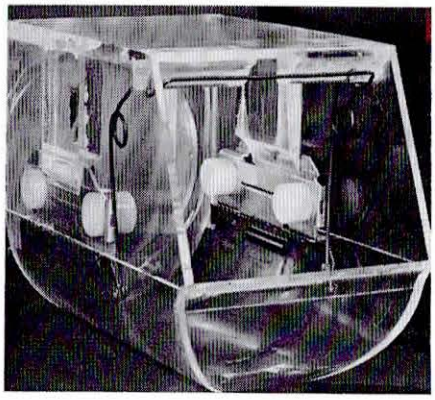
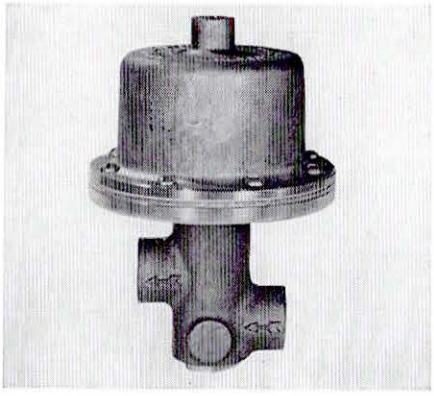
NEW PRODUCTS REPORT



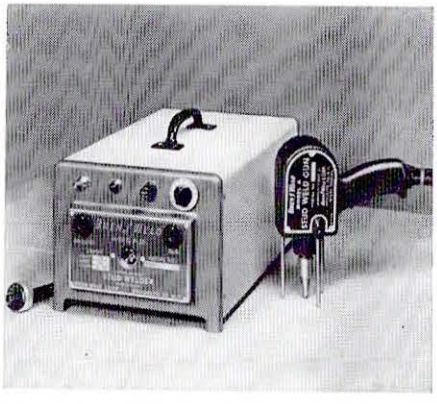
Journal Stop (RA-1)

The Optimum Journal Stop has passed AAR laboratory tests and is approved for test application. The Optimum Lubricator Insert, furnished with keepers welded in place and with a special locking spring, is used to hold the journal stop in place. The lightweight stops, with size stamped on frame, are easily applied by merely raising the journal box and placing the stop on the keeper on each side of the journal. *Railway Service and Supply Corp.*



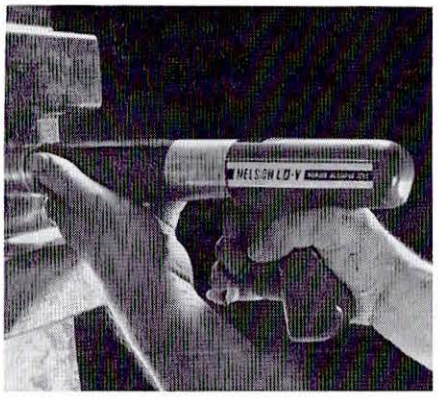
Liquid Valve (RA-2)

The Partlow Model 15 valve is a pneumatically operated cryogenic device designed for temperature control of liquid nitrogen refrigeration, coupled with pneumatic recording or indicating temperature controllers. It operates on signals up to 10 psi with liquid pressures up to 80 psi. Gas completely surrounds internal parts and bleeds a small amount to atmosphere, continuously purging valve mechanism of moisture and preventing freezing. *Partlow Corp.*



Portable Stud Welder (RA-3)

A stored energy principle that instantaneously welds aluminum, brass, stainless steel, and mild-steel studs and pins to thin-gage ferrous and non-ferrous metals without distortion or discoloration is utilized in a portable stud welder which handles studs and screws up to No. 10 and pins to 3/16 in. diameter. Power Pacs for these Model P-25 units employ Transoidal transformers and are designed with compensating regulator. *Bren/Weld Corp.*



Stud Driver (RA-4)

The Nelson LO-V (low velocity) powder-actuated piston tool for fastening to masonry, concrete and steel is breech, instead of muzzle loaded, eliminating need to face barrel when inserting fasteners. It will handle 1/4-in. drive pins and threaded studs. Once tool has been fired and piston cylinder removed, spent cartridge is ejected automatically by pressing tip of piston against any hard surface. Tool weighs about 4-3/4 lb. *Gregory Industries.*

RAILWAY AGE WEEKLY

PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS ADVERTISED ON PAGES 3 4 6 8 11 16-17 22-23 24-25 26-27 36 41 42 47 48

PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS AND LITERATURE DESCRIBED ON PAGES 37 and 38 MARKED RA-1 RA-2 RA-3 RA-4 RA-5 RA-6 NL-1 NL-2 NL-3 NL-4 NL-5 NL-6 NL-7 NL-8 NL-9 NL-10 NL 11

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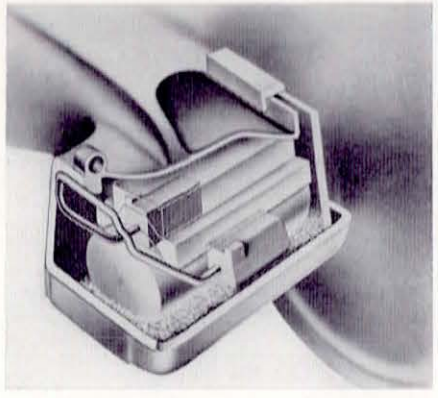
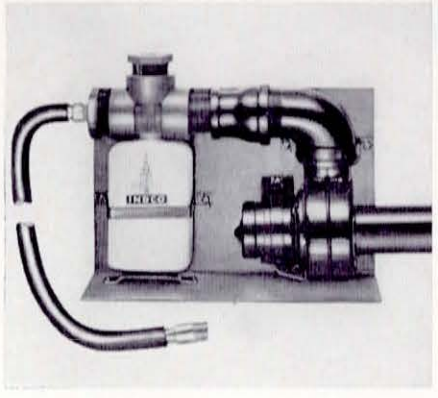
NEW PRODUCTS REPORT



Journal Stop (RA-5)

The Big Factor journal stop, for use in journal boxes with cast-in or welded-in retaining ribs, has been designed as a simple, one-piece device which holds axle movement to a minimum. AAR approved, Big Factor is easily installed by jacking the box, removing brass and wedge, inserting journal stop, reinserting brass and wedge, and releasing jack. It need be inspected only when brass is inspected. *Chicago Railway Equipment Co.*



Fume Neutralizer (RA-6)

The Nodorizer-plus-Diesel-Clean unit is said to be actually the first universal method of eliminating diesel odor by injecting a neutralizing agent into the exhaust stream. It can be powered from a 6- or 12-volt battery, or from an ordinary 110 a-c, and can be installed on any diesel engine. A container of Diesel-Clean chemical is said to last for an average of six weeks' operation and to be easily replaced. *Independence Chemical Co.*

New Literature

INDUSTRIAL HOSE CATALOG. A 3-color, 64-page catalog (No 39993) incorporating complete industrial hose specifications has been announced by the engineering staff of the Gates Rubber Co. (NL-1)

ADHESIVES, COATINGS AND SEALERS. This 60-page catalog from Minnesota Mining & Mfg. Co.'s Adhesives, Coatings and Sealers Division, lists military specifications, specification definitions, intended application and the corresponding 3M adhesive, coating or sealer that meets the specifications. (NL-2)

WELDIRECTORY OF LINCOLNWELD SUBMERGED ARC ELECTRODES AND FLUXES. Presents application information about Lincoln Electric Co.'s complete line of electrodes and fluxes for submerged arc welding of mild and low alloy steels and hardsurfacing. (NL-3)

BULLETINS 1010 and 1020. Describe the two new diamond masonry drills recently introduced by the E. J. Longyear Co. (NL-4)

SOLUTION TO YOUR PROBLEM OF SCALE AND CORROSION CONTROL. A fifth printing of D. W. Haering & Co.'s bulletin. It's in the form of a telescoped sheet of 11 different drums —each a Glucosate directed to some special use in correcting and controlling scale and corrosion factors. (NL-5)

WHEN THE PROBLEM'S PAPER HANDLING. A brief outline of how business can more efficiently handle the mountain of paperwork facing it today is given in this brochure published by the Cummins-Chicago Corp. (NL-6)

MANGANESE STEEL PARTS. This stock list of high carbon rolled and forged high manganese steel plate, bar and special shapes has been prepared by the Manganese Steel Forge Co. (NL-7)

SANDER PADS. The Carborundum Co.'s new brochure describes sander pads of many kinds, from touch-up pads to heavy stock removal rigid types. (NL-8)

LUBRICANT, FRICTION AND WEAR TESTING. This pamphlet, published by the Alpha-Molykote Corp., is designed for engineers concerned with lubrication problems. Ten different test machines used in the company's laboratories to determine lubricant effectiveness are described, along with applicable test procedures and specifications. (NL-9)

REMANUFACTURED TRACTION MOTORS. An 8-page illustrated brochure describing how locomotive operators can get more miles per rewind with General Electric remanufactured traction motors. (NL-10)

AIR-POWERED AUTOVISES. Describes Van Products Co.'s Vi-Speed autovises: bench type, foot-controlled, with adjustable air pressures from 1 lb to 7½ tons. (NL-11)

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8/20/62

Market Outlook

Carloadings Drop 0.4% Below Previous Week's

Loadings of revenue freight in the week ended Aug. 11 totaled 565,881 cars, the Association of American Railroads announced on Aug. 16. This was a decrease of 2,543 cars, or 0.4%, compared with the previous week; a decrease of 25,181 cars, or 4.3%, compared with the corresponding week last year; and a decrease of 34,140 cars, or 5.7%, compared with the equivalent 1960 week.

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, August 11

District	1962	1961	1960
Eastern	77,028	84,757	82,450
Allegheny	91,091	98,638	97,237
Pocahontas	49,264	52,657	52,475
Southern	105,054	106,696	105,866
Northwestern	92,227	96,598	105,690
Central Western	113,535	114,028	116,097
Southwestern	37,682	37,688	40,206
Total Western Districts	243,444	248,314	261,993
Total All Roads	565,881	591,062	600,021
Commodities:			
Grain and grain products	52,695	63,326	59,424
Livestock	2,650	3,393	3,583
Coal	105,475	105,615	105,242
Coke	5,612	6,813	5,911
Forest Products	38,178	38,590	38,997
Ore	51,393	54,024	63,148
Merchandise l.c.l.	22,629	28,454	35,064
Miscellaneous	287,249	290,847	288,652
August 11	565,881	591,062	600,021
August 4	568,424	588,269	594,444
July 28	567,131	591,301	613,988
July 21	558,246	584,137	619,818
July 14	497,660	573,306	606,814
Cumulative total, 32 weeks	17,549,923	16,945,939	19,182,654

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Aug. 4 totaled 14,052 cars, compared with 10,761 for the corresponding week. Loadings for 1962 up to Aug. 4 totaled 409,843 cars, compared with 338,530 for the corresponding period of 1961.

IN CANADA.—Carloadings for the ten-day period ended July 31 totaled 100,258 cars, compared with 74,916 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
July 31, 1962	100,258	30,046
July 31, 1961	92,736	29,176
Cumulative Totals		
July 31, 1962	2,008,556	94,844
July 31, 1961	1,959,651	95,091

New Equipment

FREIGHT-TRAIN CARS

► *Chesapeake & Ohio.*—Ordered 100 4,000-cu-ft-capacity covered hopper cars and 200 70-ton, long-travel cushion underframe box cars at a total cost of $4.6 million. Pullman-Standard will build the covered hoppers and 100 box cars; American Car & Foundry Division will build the remaining 100 box cars.

► *Chicago South Shore & South Bend.*—Acquired two Airslide covered hoppers built by General American Transportation Company. They are the first cars purchased by CSS&SB since 1949.

► *Southern Pacific.*—Ordered 100 4,000-cu-ft, Center Flow aluminum covered hopper cars from American Car & Foundry Division at a cost of approximately $2 million.

FOREIGN

► *Eurofima.*—This equipment financing company, jointly owned by several state-controlled European railroads, has borrowed $5,000,000 from First National City Bank, New York, to purchase rolling stock for the French, West German, Portuguese, Italian, Austrian and Belgian railroads.

► *Pakistan.*—Ordered 38 diesel-electric locomotives from Alco (18 2,000-hp units and 20 1,200-hp units) at a cost of approximately $7,000,000. Delivery will begin this fall. All of the units, which are being financed by a loan from the U.S. Agency for International Development (AID), will be used in freight and passenger service on the Pakistan Western Railway.

SPECIAL

► *Bad Order Ratio 1.1% Lower Than Last Year.*— Class I roads on July 1 owned 1,582,103 freight cars, 55,600 less than on July 1, 1961, according to AAR report summarized below. Bad order ratio was 1.1% lower than on July 1, 1961.

	July 1, 1962	July 1, 1961	Change
Car ownership	1,582,103	1,637,703	—55,600
Waiting repairs	129,215	151,901	—22,686
Repair ratio	8.2%	9.3%	— 1.1%

New Facilities

► *Texas & Pacific.*—Ordered 118 Motrac radio units from Motorola. The units will operate on 64 or 12 volts DC.

FOREIGN

► *Indonesia.*—Five-year economic aid totaling $390 million, recommended for this country by a team of U.S. economists, would cover "transportation and other needs." If the recommendation is subsequently approved by Congress, the U.S. would supply $235 million, other countries the balance.

RR Freight Underpriced by $243

Railroad losses from rates below out-of-pocket costs are authoritatively estimated at close to a quarter of a billion dollars a year. At the other extreme, railroad rates that are too high in relation to costs are driving profitable traffic to competing modes. Must the railroads go broke while awaiting the perfect costing formula? Here's one economist's common-sense approach.

*By E. C. POOLE**

Railroads are in desperate need of increased revenues. Meantime, they are hauling a large tonnage of freight at less than their out-of-pocket costs—while a tonnage of perhaps even larger total volume has been diverted to competing modes because of railroad rates for some mileage and weight blocks that are much higher than railroad costs; and competitively unattractive. Corrective action is in progress, but could it not be accelerated?

If it costs truckers $150 to haul a load of freight that could be hauled by rail at a cost of $100, the trucks will nevertheless get the business if the railroads try to charge $200 for the haul. In such a situation, a railroad rate of (say) $130 should put the traffic on the rails at a substantial profit to them, while it would be out of reach of competition.

In Statement No. 2-62 of the Cost Finding Section of the Interstate Commerce Commission, Table 7, Column 10, various commodities are shown as having moved, on the average, below out-of-pocket cost in 1960. Some are shown as moving at rates which, on the average, yield 2, 3 and 4 times out-of-pocket cost. On page 22, last paragraph, it is stated that the aggregate of these out-of-pocket losses amounted to $243,000,000 in 1960.

Actually, these ICC figures do not specifically locate the movements that are being handled at a loss. For example, Table 7, Column 10, shows that corn moved at 81% of cost. However, this is only an average. Some of the movements were shown to be highly profitable. Other movements were rated much lower than 81% of movement cost. The high and the low of the movements for the different areas ranged from 56% to 194% of out-of-pocket costs, but these costs were only averages and even greater variations could probably be found if costs for specific movements within the several territories were available. For corrective action to be taken, more information than just the average for all movements of a commodity is needed. Instead, what is needed is the pinpointing of the particular weight and distance movements where current rates are improvident.

There is some traffic, however, where the ratio of revenue to out-of-pocket costs is so low that the profitability of any part of the traffic is questionable. Take lettuce West to Official, page 34 in the ICC statement. The ratio of revenue to costs is shown at 67%. The average haul was 2,613 miles, the average out-of-pocket cost $995 per carload, with revenue $669 a carload —or an out-of-pocket cost loss of $326 per carload. The 378 carloads are only a 1% sample, representing a total movement of 37,800 carloads—indicating an aggregate out-of-pocket loss to the railroads of $12,322,800 for this one area on this commodity alone. For the total U.S. movement, the loss on this commodity was $14,500,000.

This same table (page 58) shows 2 carloads of floor covering moved an average of 254 miles. The average load of these two cars was 17 tons each. The average revenue was $230 per carload (equal to 90 cents a car mile) and the average out-of-pocket cost was $94 a cardload (37 cents a car mile). Thus, the "contribution," or profit, in this sample was $136 a carload and the revenue was over twice the out-of-pocket cost. Since the revenue yield was 90 cents a mile for only a 17-ton load, this is a movement which would undoubtedly be highly profitable for truck movement. It can safely be assumed, with this kind of rating by the railroads, that most of the traffic in this range of loading and distance is moving by truck. It would be better for the railroads to earn $36 per car profit on 100 cars than to earn $136 per car on 2 cars.

There are many thousands of carloads of traffic that are being hauled by the railroads below out-of-pocket costs. Likewise, there are many thousands of carloads of traffic that are moving by other forms of transportation because railroad rates are far above railroad out-of-pocket costs. The railroads could recapture this traffic wherever their costs (including incidental costs to the shipper) are lower than those of competing modes. Unless costs are known and are acted upon, it is not possible to maximize railroad profit, or, conversely, to minimize rail losses; or to minimize total transportation costs to the public.

In his book on railroad costs,* the author sets forth his discovery, some years ago, in a fairly large sample of railroad traffic, that 13% of the tonnage was being handled at an out-of-pocket loss. Perhaps an even more alarming discovery, in this sample, was the fact that 34% of the tonnage was being handled at rates that were not only substantially higher than railroad costs but also higher than costs of movement by truck. This means, of course, that all of this traffic was subject to erosion by truck—and could not be counted upon to stay much longer on the rails, unless corrective rate action were taken.

In another sample, as is pointed out in the book, 23% of long-haul traffic was found to be moving below out-of-pocket cost, and, in still another sampling, 20% of the traffic was disclosed as moving below out-of-pocket cost. One carload (page 5) was shown to have cost the railroad $75 to move, while producing revenue of only $15. Another movement was found where the out-of-pocket cost was $80 a carload and the revenue $8.

How much reliance can be placed on the out-of-pocket costs as developed by the ICC Cost Section—the so-called Form A method?

If costs are estimated at too high a figure, and rate action is taken on the basis of such costs, the railroad may drive away tonnage that it could handle profitably.

The author is not partial to the Form A method, believing that it produces estimates which are usually higher than the costs actually incurred. On page 57 of the book, the cost by the Form A method of moving a car a distance of 3,173 miles is shown as $830, while the calculation made by the author's own formula (the "Directly Assigned and Unit Cost" ap-

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** Mr. Poole is a consulting transportation engineer, resident of Carmel, Calif. He is the former director (now retired) of economic research for the SP. He is author of "Costs—A Tool for Railroad Management," a book recently published by Simmons-Boardman Publishing Corp.*

Million?

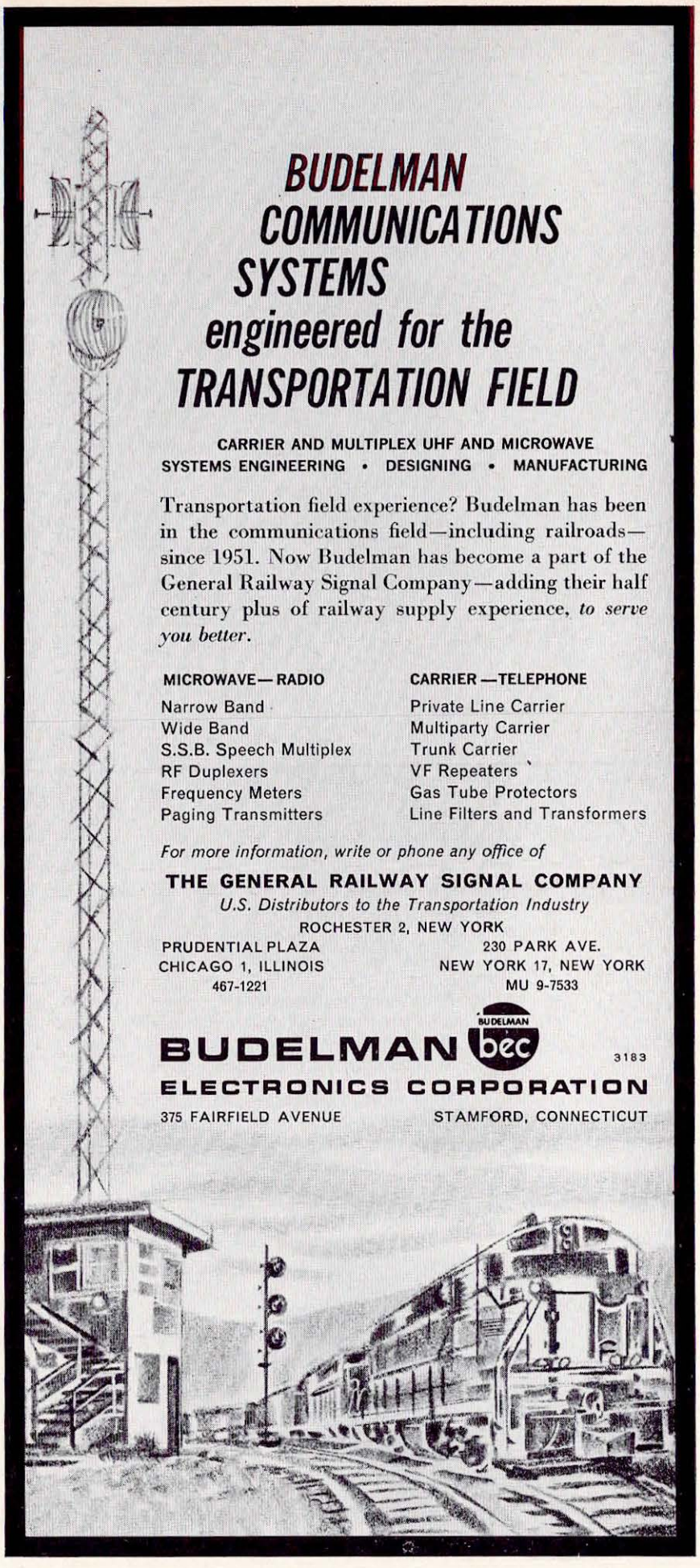
proach) arrives at a figure of $612, or $228 less. Much greater differences, percentagewise, have been found in other instances between the two methods.

Conditions in transportation make it necessary for railroad people in all departments to inform themselves as thoroughly as possible on the nature of railroad costs. Cost knowledge is often as essential to efficient operation as in making effective rates. Without a knowledge of costs, operations cannot be conducted economically. In fact, the operations involved and the units of service required to move the traffic are usually the most important factors in the sound determination of rates.

The ICC has scheduled a broad inquiry into cost finding, with the possible outcome—unless the railroads come forward with some practical alternative methods—that the Form A method (possibly with inconsequential or burdensome changes) may even acquire wider application than it now enjoys. This observation is not intended as a criticism of the ICC Cost Section. Its cost work in years past has been far ahead of that of most railroads. It should not be expected to more than set the broad guide lines for cost inquiries.

The details of operations are not available to the ICC people. They are available to railroad people, and to discover and use them should be the responsibility of railroad people. Unless railroad people accept this responsibility, then they must be prepared to accept the Form A method, which usually overstates actual out-of-pocket costs by a considerable margin. If, as seems probable, the volume of traffic for which railroads will be permitted to compete will depend on the methods accepted for calculating the costs of the various modes of transportation —then it would appear that there could scarcely be a subject more timely for intensive study by alert railroaders.

Meantime, however, railroads should not await perfection in a formula before taking action. They should act on the best method available and improve it over the years. There is no use going broke awaiting the perfect formula, which will never come. A representative sampling of revenue and costs will reveal a large tonnage now being handled below costs, however calculated; and perhaps an even larger tonnage being subjected to diversion from railroad movement by rates that



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YOUR CHOICE OF MANY STANDARD MODELS OR WE'LL CUSTOM BUILD TO YOUR SPECS

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International Car Division
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INTERNATIONAL CAR DIVISION
MORRISON INTERNATIONAL CORP.

are imprudently higher than both railroad and truck costs.

With most large railroads having electronic computers available, a periodic analysis of costs and revenue of a substantial sample of all of a railroad's traffic would not be too ambitious an assignment.

Such analysis could not fail to spotlight many thousands of unremunerative movements, and an equal or larger number where railroad rates are so far above both their own and truck costs as to be highly vulnerable to diversion. In such cases it might be found that by far the largest volume of such traffic is already moving by truck.

This inquiry does not need to await prolonged study of the Form A or possible alternative costing methods. It could proceed at once, using the readily available Form A method —while allowing a very generous percentage for possible overstatement (or even understatement) by this method. The Directly Assigned and Unit Cost method can be applied with equal facility and probably with greater accuracy.

When you are handling a commodity at a loss per carload of $400 (as calculated by one method) or $200 (as another estimate would have it) —there is still plenty of evidence to justify rate action based on the more conservative figure. In many cases the profit margin would be close. In such cases, a more thorough analysis of the operations should be made, particularly if the hauls are short and the volume substantial.

Wholesale Corrections Needed

Railroads are moving, commodity by commodity, to correct their rates—and to get them on a more realistic and competitive bases—but this commodity by commodity approach is a slow business. The availability of rapid computation on a wholesale basis makes it feasible to detect and correct grossly improvident situations (either those too low or too high) without costly and possibly ruinous delay.

Whether one agrees or not with the method by which the Cost Section arrived at its estimate of $243,000,000 as the losses by the railroads from below-cost rates—one can hardly quarrel with the figure itself. An estimate of a quarter of a billion in annual losses from this cause might even be over-conservative. If potential profits being lost where rail rates are uncompetitively high are included, then a quarter-billion dollars would certainly be too low a total. It might possibly be half a billion or even as much as a billion dollars.

Joliet & Eastern—took 11 months to go from District Court ruling to Appeals Court decision, and it's just now heading for the Supreme Court. The C&NW-ORT job stabilization case, which began in December 1957, went to the District Court in August 1958 and didn't emerge from the Supreme Court until April 1960. It still isn't settled—after an emergency board, a strike call, and a return to negotiation.

Meanwhile, there are signs that the carriers' solid front is holding up better than the unions'. Only one major road has withdrawn from the joint carrier movement since it began almost three years ago. But carrier representatives see evidences that at least two of the unions—the ORC&B and SUNA—are adopting the railroads' pro-emergency board viewpoint.

Disharmony among unions?

Mr. Wolfe noted that published comments, especially from ORC&B President Louis J. Wagner, indicate a favorable attitude toward creation of an emergency board—"exactly what the carriers have been asking." Then the railroad negotiator added: "There's never been any real harmony among the unions. That's the reason the public members of the PRC made no progress in their mediatory efforts . . . This (lack of harmony) was evidenced in so many ways there was never any doubt of it in the minds of the public or railroad members of the commission."

Judge Perry's yes-but-no decision apparently was based on a jobs-over-dollars way of thinking. He overruled the union attorneys who contended that the carriers' promulgation of their original 1959 notices constituted a violation of the RLA. But—noting that rules changes could involve the immediate loss of 40,000 jobs and the eventual loss of 65,000, against a loss of more than $1,000,000 a day for the carriers under the existing rules—the judge decided for jobs and against money in staying the carriers from putting the revisions in effect to permit a union appeal.

Before the three-judge appeals court the railroads argued strongly that (a) the District Court had no jurisdiction to enter a restraining order pending an appeal, under provisions of the Norris-LaGuardia Act; and (b) the allegations of the union complaint were "frivolous" and lacked "sufficient substance to warrant an injunction pending appeal."

Union attorneys, however, contended that a vacating of the injunction would be a ruling on "the merits of our entire case and render our case moot."

If the rules changes went into effect Aug. 16 as scheduled, a union attorney told the court, "that day thousands would lose jobs and other thousands would later, but they wouldn't know when . . .There would be displacements by men exercising seniority . . . Many would be uprooted from their homes, would have to start an entire new community life . . . If the court would then sustain the organizations' position in two or three months, it wouldn't do these people and their families much good."

The judges heard a little more than an hour of oral argument, then recessed and filed their opinion a short time later. It ran just 72 words:

"This matter comes before the court on the emergency motion of defendants-appellants to dissolve and vacate injunction pending appeal, affidavit and brief in support, and the answer of plaintiffs-appellees to said motion; and oral arguments having been heard by the court, and the court being fully advised in the premises, it is ordered that the said emergency motion to dissolve and vacate injunction pending appeal be, and the same is hereby denied."

The order was signed by Circuit Judges Elmer J. Schnackenberg, Latham Castle and Roger J. Kiley.

While the rules case started its tortuous path through the courts last week, the unions opened a second front in Washington.

A moderately vague proposal of several weeks ago turned into an action plan, as the railroad labor organizations demanded a Congressional investigation of "the industry, its public service functions and its financial structure."

Mr. Luna, BRT's assistant to the president, first injected the financial affairs of the carriers into the work rules dispute as it now stands. In mid-July—when the railroads moved to put PRC recommendations into effect—he joined with the other union chiefs in denouncing the move, then lashed out on his own on the rail finance issue. "It's high time," Mr. Luna said, "that some agency, some board or someone investigates the old cry of bankruptcy" (RA, July 16/23, p. 49).

Last week, the unions came up with their proposal as to who should make the investigation: Congress.

And it was the 24-union RLEA that made the appeal, in advertisements appearing in 33 newspapers and in letters to all U. S. Senators and Representatives.

(Actually, the ads were prepared as the fourth in a series begun earlier by the BLE, BLF&E and BRT. The RLEA was invited to participate in the finale, and did. One source placed the price tag of the first three ads at about $75,000 and indicated that the fourth ad "comes close to doubling that—and quadrupling the coverage.")

Main theme of the new ad is one that's been an RLEA favorite—that the railroad plea of poverty is a myth. Facts, RLEA declares, "don't show 'poverty' or 'featherbedding' " — and the unions go on to present charts in an attempt to show that "investors are reaping big profits" and that total capital surplus and retained income has increased from $2.8 billion to $11.4 billion in the past 20 years.

"Congress should investigate," said RLEA, and added:

"Individual railroad corporation financial statements to their stockholders contradict the 'poverty' picture the carriers in association seek to paint as the public image of the industry.

"It is essential that the truth be brought to light before the industry is further contracted through mergers, passenger train reductions, freight service curtailments and wholesale layoffs of employees. The logical way to do this is by Congressional investigation.

"There hasn't been a full investigation of the financial structure of the railroad industry since the Truman-Wheeler probe in the 1930s. That investigation revealed that the railroads had evaded the law flagrantly by acquiring control of other railroads through such devices as holding companies."

The real 'myth'

The RLEA ad never really gets around to saying what labor expects would be proved by an investigation, or what results might come from such a probe. It does charge, however, that the carriers "use their alleged plight in an attempt to create a favorable climate for escaping regulation, for smoothing the way for monopolistic mergers and consolidations, for reducing service and eliminating jobs."

The AAR quickly agreed that there is, indeed, a "myth" making the rounds —but it isn't the "poverty" myth about which the RLEA complains.

"The prosperity of the railroad industry," said AAR President Loomis, "is a myth that only the unions pretend to believe."

YOU OUGHT TO KNOW

Electronic highway grade crossing controls said to eliminate special track circuits for timing, cut-outs and restarts for trains traveling at various speeds have been developed by Southern Pacific. Field tests of the new electronic controls are under way; they will be manufactured by Marquardt Corp., under SP license.

One passenger fatality and 292 passenger injuries resulted from train and train-service accidents in June, compared with one fatality and 96 injuries in June 1961, according to the ICC's Bureau of Transport Economics and Statistics. Seven employees on duty were killed and 1,471 were injured in June of this year, compared with 16 killed and 1,603 injured in June a year ago.

Fire which broke out June 30 in Western Pacific's Potrero Hill tunnel (San Francisco) was still burning last week—but the ends of the 1,600-ft bore were being plugged with concrete and city officials were hopeful the blaze would burn itself out.

Seaboard passenger traffic in July was 15% greater than a year ago and the largest for any July in a peacetime year, according to J. R. Getty, general passenger traffic manager. He attributes the boom to "the increasing popularity of Florida as a summer vacation resort, together with heavier travel, both business and pleasure, to other areas served by the Seaboard."

The BRT, target at one time or another of several "rebel" groups (all of them unsuccessful thus far), is under fire once again—this time from a BRTer who thinks the yardmen should break away from the union and form a separate organization. Letters have been circulated to union members, but that's apparently as far as the "rebel" movement has gone.

Freight-car exhibit prepared by Santa Fe, Southern Pacific, Union Pacific and Western Pacific will be a highlight of the 119th regular meeting of the Pacific Coast Shippers Advisory Board at San Francisco, Sept. 12-23. Newest rolling stock of the four roads will be on display at SP's Beale Street team track on Tuesday afternoon, Sept. 11, and all day Wednesday, Sept. 12. A panel discussion on specially equipped cars, moderated by G. D. Davis, District Manager, AAR Car Service Division, San Francisco, is scheduled for Sept. 12.

Chicago and Atlanta will be host cities for 1963 regional material handling show sponsored by the Material Handling Institute. The Chicago display, and accompanying technical conferences, will take place June 4-6; the similar event in Atlanta, Oct. 22-24.

Committee for Time Uniformity has been formed by representatives of transportation, communications, investment, and general business organizations. A major goal is establishment of uniform dates for switches to and from Daylight Saving Time. The Transportation Association of America will designate an executive director for the committee.

Clair M. Roddewig, president of the Association of Western Railways, told the Kansas City, Mo., Mercury Club Aug. 14 that "railroads have no future unless they retain their advantage of low costs." He took strong exception to a recent statement by C. A. Kelley, president of American Trucking Associations, that the trucking industry "has no confidence in the ability of free competition in the market to produce orderly transportation." Mr. Roddewig asserted: "This philosophy is completely foreign to the economic philosophy that has made America great."

Sixteen persons were injured, one fatally, when a Long Island commuter train crashed into a 100-ton construction crane near Woodside, L.I., Aug. 13. The crane was working on the Brooklyn-Queens Expressway Tunnel which will go under LIRR tracks. The railroad withheld any official statement on the accident pending completion of an investigation which began Aug. 14.

The George Stephenson prize has been awarded to H. F. Brown, consulting engineer, New Haven, by the Institution of Mechanical Engineers, London, England. The award was made for Mr. Brown's paper on "Economic Results of Diesel-Electric Locomotives on U.S. Railways" presented before the IME at London in 1961.

Another round of "house parties" is in store this fall and winter for Chesapeake & Ohio shareowners. Stockholder parties will be held at the C&O-owned Greenbrier (at White Sulphur Springs, W. Va.) on the weekends of Nov. 20-Dec. 2, Jan. 18-20, and Feb. 15-17.

"Railroad Breakthrough in 1962" is the title of an address which AAR President D. P. Loomis is scheduled to deliver at a meeting of the New York Society of Security Analysts Aug. 29.

The middle sixties could be a banner period for the railroad equipment industry, according to Value Line Investment Survey, "if brotherhoods relax a bit and the government modifies strangling overregulation." Based on its predictions of a 20% increase in railroad earnings this year (RA, Aug. 13, p. 44), the Survey looks also for an "earnings renaissance" in the supply industry, with freight-car deliveries possibly reaching 45,000 units against 32,000 in 1961. The suppliers' 1962 upswing could, the Survey continues, be followed by a temporary downturn in 1963. But the outlook for following years is good, based on rail needs for new equipment; growth of piggybacking and containerization; and increased use of automated yard and traffic control systems.

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How much does M. of W. cost on your railroad?

In his new book on railway cost-finding,* E. C. Poole has a table (page 44), showing Maintenance of Way and Structures expense per 1000 gross ton-miles of 30 different railroads.

This cost shows an amazing variation—from 49c to $3.14 per 1000 gross ton-miles. And high cost shows no automatic connection with light traffic density. One road with just under 3700 g.t.m. per mile of line has a MW&S cost of 52c per 1000 g.t.m.—and another with almost 8500 g.t.m. has a cost of 51¢!

Knowing costs (as the first step in reducing them) is the "wave of the future" for professional advancement in railroading.

***COSTS—A TOOL OF RAILROAD MANAGEMENT,** published by Simmons-Boardman Publishing Corporation, 30 Church Street, New York 7, New York. 193 pages (8½ inches x 11 inches, soft bound) plus many charts and graphs. Price $6 per copy—liberal discounts for orders in quantity.

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Baldwin Diesel Switcher, 1000 hp, 120-ton VO engine. Good condition. Call or write Mr. Frank Hedl, Chicago Short Line Railway Co., 9746 Avenue N, Chicago 17. Phone SOuth Chicago 8-6405.

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Off-duty reading for railroad men —"European Railways" magazine. Quarterly, illustrated, interesting —includes features on East & West Europe. Only $2.50 a year, $4.50 two years or send $1 for 3 sample copies. (Pay by check or Int. Money Order). European Railways, Evelyn Way, Cobham, Surrey, England.

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Midwest firm has opening for Mechanical Design Engineer, preferably experienced in maintenance equipment, development and production. Send resumé to Box 520, RAILWAY AGE, 30 Church St., New York 7, N.Y., giving experience and salary expected. . .

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use this space

to get reliable leads,

quicker results

EMPLOYMENT OPPORTUNITIES SECTION

Railway Age, 30 Church St., New York 7, N.Y.

Scheme for a Take-Over?

Is there a concerted effort, within or outside the government, to bring about conditions which will lead to natonalization of the railroads?

This question was raised with us the other day by a mature and responsible railroader, who knows his way around in Washington. His own inclination is to answer the question "Yes"; and here is the substance of what he had to say:

"The people whom I suspect, primarily, to be working for government ownership are on the government payroll. They are not the holders of the top jobs. Rather, they are found mostly among career people in the various departments and commissions who do the real work for the top officials. And, of course, my suspicions do not include all or even most of these career people.

"The responsible department heads are transients. They have to accept the facts and opinions of their staff subordinates. Their only alternative would be to do their own delving for basic facts, plus digesting them and reaching conclusions. They are not in office long enough to do all this work on their own.

"Why is it that nothing really effective has so far been done to arrest the deterioration of the railroad situation, which has gone on without respite since the end of the second World War? Under the Truman administration, Commerce Secretary Sawyer was favorably disposed to railroads. But nothing happened. In the Eisenhower administration, Commerce Secretary Weeks certainly knew the score—but what happened between the time when he presented his transportation report to the President, and the transmittal of this report to Capitol Hill? Unlike President Kennedy, President Eisenhower made no firm recommendations.

"Who siphoned the gas out of the tank, anyhow? It certainly couldn't have been President Eisenhower personally, nor Secretary Weeks. If the top officials didn't drain away the fuel—who else could have done it, unless it was the fellows a little further down the line?

"Right now, it looks as if some government lawyers may be trying to make the proposed minimum rate freedom for railroads as useless as possible by applying to the railroads onerous provisions of the anti-trust laws, never intended for transportation.

"Are Justice Department lawyers still refusing to accept defeat in their opposition to the Reed-Bulwinkle Act? Are they still smarting under their failure to win their notorious post-war reparations case against the railroads—a case which, if won, would have bankrupted the industry?

"Who put Senator Kefauver up to trying to postpone indefinitely all significant railroad mergers—when it is common knowledge that many railroads cannot hold out much longer in private ownership with earnings at their present level of 2 or 3% on the average, and much less for individual roads? Of course, the Hoffa boys and the waterway advocates and the truck operators will do everything they can to restrict piggybacking and volume rates by rail—but could they hope to be successful in their negative tactics without considerable quiet help from the 'inside'?

"Why would some of these careerists want railroad nationalization anyhow? It could only be (1) if they are partisans of a planned economy, and believe that forcing railroads into government ownership is the biggest blow they could strike for that objective; or (2) if they believe that railroad nationalization would add to the power and prestige of their own positions."

Another vigorous and intelligent railroad officer holds a similar opinion, to the effect that there exists a concerted move to force railroads into nationalization—only he is inclined to suspect some investment interests as the principal motive power propelling the industry in this direction. Such people, he believes, are not doctrinaire socialists, but they also dislike to suffer heavy losses on their investments.

The Brothers Must Know It Isn't So

The advertising the railroad union chiefs are doing currently in the newspapers certainly adds little to their stature as responsible citizens. They are trying to induce people to believe that railroads are prospering, when every one of them is intelligent and well informed enough to know that the real truth is precisely the contrary. Perhaps they are not promoting nationalization as their primary objective, but they certainly must know that the misleading conclusions they are publicizing, if accepted, could lead only to that result.

Well, how about it, is there or isn't there an organized effort—inside or outside of government—to nationalize the railroads?

This paper is reluctant to believe rumors of conspiracies—not that there are not plenty of people who might like to conspire, but effective conspiring requires able generalship and self-discipline. The will may be there, but how about the skill?

There are doubtless many people who are clandestine supporters of nationalization—but aren't they, most likely, working individually rather than cooperatively?

It isn't the strategy, if any, being pursued to socialize the railroads that should be the main concern of those of us on the private ownership side of the fence. Our principal interest should lie in the defensive efforts against such a calamity. Able generalship and friendly cooperation is a program that can be pursued even more effectively for the defense than for its opposite. There's no need to be secretive or devious about it, either.

A concerted program to nationalize railroads may exist or not, but, if it does, it can succeed only if the defenders of private ownership grow weary of the fight. Stamina in persistence will resolve this issue.

Why Bendix railroad radio users won't be stuck with an orphan

Be assured that we aren't going to let this newly acquired railroad radio business die on the vine. We bought the business in order to expand our railroad product line and to increase our capabilities in the field of control and communication systems for the railroad industry. Not only are we going to market the present line of two-way radio equipment and service existing equipment as well, but we are also going to carry on an active development program. We now are in the final stages of development of a fully transistorized portable packset.

Our sales engineers, already well acquainted with railroad problems, will be in a better position to service you with the finest two-way radio equipment available, and at competitive prices. Part of our continuing efforts to expand and improve our other products will be the application of space radio to our remote and automatic control systems. As to service, Union Switch & Signal has assumed and will be responsible for all product warranties in effect for Bendix two-way railroad radio equipment.

Of major importance in Bendix' decision to sell this product line to Union Switch & Signal was the reputation and leadership of our organization in the railroad and industrial fields. The many longtime and esteemed users of Bendix equipment may be assured of proper service and continued future developments from Union Switch & Signal to meet their communications needs.

WABCO

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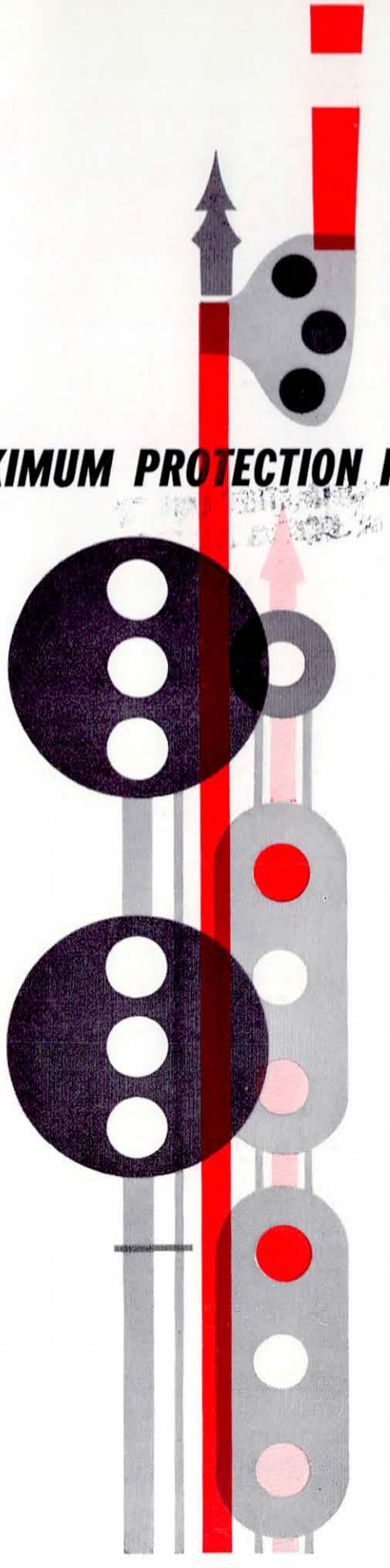

More than 2¼-million Griffin EQS Steel Wheels roll steadily and smoothly under all types of equipment. They provide:

MAXIMUM PROTECTION FOR TRUCKS, CARS, AND LADING

Griffin® Wheels Are Cast in Balance to Stay in Balance. A pair of wheels on an axle may have the same tape size and *still* be out of balance . . . slowly and steadily shaking running gear out of alignment. This doesn't happen with Griffin Wheels because dimensions, as cast, are accurate to 20-thousandths of an inch.

GRIFFIN EQS® ELECTRIC QUALITY STEEL

ONE OF THE Amsted INDUSTRIES

GRIFFIN WHEEL COMPANY
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GRIFFIN STEEL FOUNDRIES LTD.
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